THE
Naval Chronicle,
FOR 1817:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

United Kingdom;

WITH A VARIETY OF ORIGINAL PAPERS ON
NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL

LITERARY AND PROFESSIONAL MEN.

VOL. XXXVIII.

FROM JULY TO DECEMBER.

——— "England is a Land which can never be conquered, whilst the Kings thereof keep the Dominion of the Sea."—(W. RALEGH.)

LONDON:

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TO

GEORGE PIGOT, Esq.

ADMIRAL OF THE RED SQUADRON,

THIS THIRTY-EIGHTH VOLUME OF THE

Naval Chronicle

[FROM JULY TO DECEMBER 1817.]

IS RESPECTFULLY DEDICATED,

BY THE PROPRIETOR,

Joyce Gold

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From Original Designs.

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PREFACE

TO THE THIRTY-EIGHTH VOLUME.

THE course of our labours under the encouragement of our liberal Patrons and Coadjutors, had extended to nearly the close of the Volume, when the melancholy death of our beloved PRINCESS occurred to render it the most gloomy of the Series. Mournful is the page that records the death of the warrior, but in the necessities of War, the warrior among its chief requisites is always supplied by that Providence under whose permission war exists—the succession of a good and sufficient Sovereign is not equally certain. But to the dispensations of Providence it is our duty to bow in humble resignation, confident in his Wisdom and in his Goodness.

The contents of the Volume in other respects will be found to bear its usual character of pleasing interest. The subjects of our Biography are all modern, and thus calculated to bring the officers of the British Navy more professionally known to each other. We hope the reluctance to communicate such information will give place to a more open disposition.

Of the gentlemen whose services we have had the pleasure to record in the Volume now presented, it will be unnecessary to speak, except in the language of general remark, to say that their conduct has been evidently directed to the preservation of their country's interest and honour, and we hope in a satisfactory degree to the advancement of their own. We have indeed no reason to doubt it, in the instances now before us, unless it be in that of Captain Layman, whose exertions abroad and at home, we think fairly entitled to a more liberal remuneration than he has hitherto obtained. His persevering ingenuity in the discovery of a mode of improving the quality of our ship-timber, and consequently extending the duration of our ships of war, we think has not produced its merited result, a fair *trial*, and hence the failure of *reward*.

In the Miscellaneous part of the Volume, in which may be included the Anecdotes and Selections, we have used our accustomed industry of research, and have been favored with the contribution of several valuable articles culled for us by Correspondents, to whom our obligations are in a most gratifying state of augmentation, as will be amply evident on turning to that division of our Chronicle exclusively devoted to the publication of their original contributions. The variety of subjects treated on, the various views of the same object, and the numerous inferences and remarks thence resulting, constitute such a mass of naval information, as must be highly desirable to naval men, not only for its extent, but quality, varying with the rising topics of the day; and meeting the question of the curious enquirer in many instances as soon as it is formed. Were it necessary to say more in asserting its value, we might with no inconsiderable weight of argument advert to the advantages resulting from a collision of active well-informed minds eliciting those scintillations of science, which might otherwise have lain dormant, like the fire in the flint, unexcited by an exterior impulse.

We have thought it due to the liberal labours of our friends to make at least a *nominal* mention of them in our Preface; but we found ourselves in the last Volume unable to do them that justice, from the want of room, notwithstanding the smallness of the type in which it is printed—and we find ourselves still less able to effect our wishes in this: we therefore request their excuse for such omissions as may thus unavoidably occur, assuring our respected friends, that their favours are not the less valued, nor are our thanks in any degree less due for their being unnoticed.

The initiatory article of this Volume's Correspondence, is from our constant and worthy friend *Albion*, on the subject of Impressment, a subject not only first in place, but among the first also in importance; for of all human blessings health is the first, and next to health is personal *liberty* and a free conscience—as to a clear conscience, let every man look to that himself, our business is only to advocate the inviolability of our persons. It is true, and it is just, that, in a state of Society, a portion of our natural rights is surrendered, when the general interests of the Commonwealth require it. But the demand made by the usual mode of impressment for the naval service, is of a nature so serious and to such an extent, that it certainly does call for the most anxious and earnest revision, in order to its abolition if possible, or at least to the utmost possible extent of mitigation. The mode humanely suggested by Albion is worthy of consideration, because there is certainly nothing impracticable in it. What might be the consequence of liberating our seamen from their bond of service at the end of five or seven years, possibly in the very heat of the war, and with the enemy off our shores aware of such discharge, it is not difficult to guess, and therefore we think the scheme in that particular calls for a revision by him, unless it be supposed that there will *always* be a race of seamen ready to supply all deficiencies thus occasioned. We heartily coincide with the opinion of Albion, that the service should be rendered eligible to our seamen by every possible means of comfort and encouragement, and certainly in the first place by a *fixed system of command*, so far as that is practicable—as little as possible should be left to the humour and caprice of an individual commander. This letter will be found at page 25, and is undoubtedly calculated as far as it goes to diminish the evils of impressment, if, as we have before observed, there be any *essential* difference between *compelling* a man to serve at a certain time with or without any previous obligation. At page 28, are some very judicious observations by *Neptunus*, "On building our men of war of teak or mahogany."—At page 30, is a letter addressed by *Britannicus* to Lord Viscount Melville, "On the management of the navy," consisting of suggestions on various points of naval management, respectfully offered, and we trust will become the serious objects of the Board of Naval Administration, if Britannicus has not been anticipated by their own wisdom; for the points urged are of that obvious necessity to a sound constitution of the British navy, that we can scarcely think the observations of Britannicus can reach them in the shape of *information*. Page 38, letter from *J. C.* as a reply to Albion, in defence of the merchant yard builders, which we think he has managed very ably, evincing the possession of much information on the subject, and which he has very cogently displayed. At page 42, are "Observations on the Naval Asylum," by *Clericus*. Page 44, letter to Lord Viscount Melville, from *A British Ship-Owner*, "On the protection of the British trade and shipping." Page 118, *Orion*, "On our North American timber trade." Page 121, *Arion*, "On the inviolability of the British Funds," a subject rather extraneous to the design of our publication, but as naval men, as well as other men, have undoubtedly an interest in the due performance of the obligations they have credited, to those thus concerned Arion offers some very forcible observations against the arguments of the landed interest. Page 125, *Triton* recommends, on very reasonable grounds, the employment of some of our ships and men "In marine surveying and nautical discovery." At page 127, *Alfred*, "On improvements in the navy," urges them with an earnestness bordering on reproof; but earnestness in a good cause should not be too strictly scrutinized. At page 128, "Reply to Clericus," by *A Friend to Truth and Justice*. At page 130, is a letter from Mr. *Thomas Urquhart*, to Lord Viscount Melville, on various points of naval service. This gentleman is a most indefatigable advocate for the interests of the navy, and by consequence those of the country at large;

we wish him the success he merits, and that he may finally effect that naval reform which he so earnestly labours to obtain. Page 132, *Orion*, "On the qualifications of lieutenants and masters of the royal navy," applauds, with good reasons for his approbation, the recent regulations for a stricter mode of ascertaining them. At page 134, *Pactolus*, "On the peace establishment." 135, communication by *J. L. S.* of "An Admiralty Circular," to ascertain periods of service, &c. a means of promotion, we hope, to many a deserving officer. *Tiphys*, at page 194, renews his very valid arguments in favour of "Falmouth as a packet station." At page 201, is a very sensible and humane letter from *Arion*, on the present mode of affording parochial relief, with suggestions for a better regulation of it, and especially with regard to superseding its necessity by other means of providing for poverty arising from a want of employment or redundancy of population. At page 210, is the commencement of a series of letters by *Juvenal*, containing an "Historical account of the rise of the British navy to the command of the ocean," a subject so perfectly coincident with the plan of our publication, and of such amusing interest to our naval readers especially, that we hope from the favour of our intelligent Correspondent an uninterrupted continuance of them: so far as we are in possession of the series we have availed ourselves, and we have no doubt to the gratification of all who have perused them: the second letter will be found at page 284. At page 214 is a letter from *Mr. Urquhart* to Sir William Scott, "On our civil and marine laws." At page 216, *Nestor* renews his arguments, the truth of which is self-evident, to show the necessity of "A Fixed System of Command;" and in addition to which, as also to those of *Mentor*, *Candidus*, *Triton*, *Veritas*, and other of our strenuous Correspondents, we would put this simple question to those whose business it is to answer it effectually—What command otherwise than *systematic*, can or ought to be entitled to the obedience of a Briton?—Britons never will, and never ought to be *Slaves*. The man who serves a master on shore in a civil capacity, serves him under certain stipulations, and if the demands of service go beyond them, it is optional in him to obey them. In the instance of military service, in which is included that branch of it restricted to the navy, and which it is our business more immediately to consider, the commander is invested with the power of inflicting immediate punishment for disobedience, as a necessary consequence of his situation; but in no instance can it be just, that the exercise of it should depend upon the bare *sic volo* of a single individual, by which so numerous a body of men as is the complement of a ship's company, may be subjected to the mere variations of temper in the commander, and their just comforts (to say nothing of corporal *punishments*) be abridged in proportion as the man is less worthy of *command*. A state of existence revolting to the mind of every man worthy the name of a *British Seaman*, and to which the necessity of *compulsion* must inevitably increase in proportion as his character, by superior acquirements, becomes more worthy of respect; it is not enough to say, that from such a character there can be no doubt of a regular discharge of his duty; the passionate, the proud, or the capricious commander orders and acts from his mere passion, pride, and caprice—*Sic volo, sic jubeo, stat pro ratione voluntas*, is the language of his mind, a language which none but the base and unworthy can obey, without a deep and as we not unfrequently find *daring* resentment of its injustice. Far, very far, are we from supposing it to be the wish of the Board of Naval Administration, that obedience should be so exacted—and we trust that a due consideration of the justice and necessity of fixing the duties of the naval service beyond which obedience shall not be *demanded*, will take its turn (and an early one) in sequence of the late Naval Regulations, which, as far as they go, are so honourable to the Board by which they have been established. At page 216 are some remarks "On the undue preference of the Army to the

Navy," signed by *A Clerk of the Weather Office*, a signature subscribed to a former letter on a more relative subject. We hope farther favours from this gentleman, who of whatever office he may chuse to subscribe himself, we think an *able Clerk*, and perhaps a *learned* one. At page 286 is a letter to Earl Spencer, from that worthy and indefatigable Naval Reformer, Mr. *T. Urquhart*, relative to the present management of the affairs of the Trinity Corporation. At page 292 is an instance of naval tyranny related by *Triton*, which would alone warrant a re-consideration of the penal authority delegated to commanders, with a view to that important *desideratum*, a *Fixed System of Command*. At page 295 is a very excellent letter from *Nestor*, addressed to Lord Melville, "On the State of the British Navy;" the wisdom of his remarks are truly Nestorian: it is indeed rarely that Nestor writes below the character which his signature implies. At page 298, *Vigilans* appears as the strenuous advocate of British liberty; and we cordially agree with him in his opinion of the means by which it should be acquired with respect to the points there insisted upon. The letter of *Civitas Eblana*, at page 299, may be thought rather extraneous in its subject, but we could not do otherwise than comply with the request of a gentleman to whom the Naval Chronicle is indebted for many valuable articles more consonant with its plan. At page 301, is another letter from our valuable Correspondent, *J. C.*: this gentleman will be recollected as the quondam antagonist of our worthy friend Albion, and much gratified we are to see them in that state of opposition which has for its motive the mere ascertainment of truth, an opposition which, wherever it has place on subjects of public interest, tends to render the information and good sense of both parties effective of the public good. At page 304, the launch of the Orwell East Indiaman, on the river of that name at Ipswich, is related with much interest by our respected friend *T. H.* At page 469, our much respected friend *Thessaly*, will see that we are not negligent of his favours, and we hope he has not forgotten *us*.

Our limits will not admit of a farther review of our Correspondence, than to notice the letter of *J. E.* "To the Lords Commissioners of the Admiralty, in respect to claims of candidates for the rank of purser;" it contains some strong appeals to the humane consideration of their Lordships, and we hope their Lordships' humanity will induce them to lend a favorable ear to them.

The Hydrography of the present Volume does not occupy its usual space, but to the extent it goes will be found replete with local and scientific information. To our highly respected friend James Horsburgh, Esq. to a gentleman who signs himself *An Old Stager*, to Captain Weathrell, and to *Sapientiae Verae atque Scientiae Amator*, our obligations are gratefully acknowledged, who, in the regretted absence of our esteemed friend the Hydrographer, have contributed its most valuable articles.

The acknowledgment of our obligations to the Rev. Dr. Burney, for his regular transmission to us of the Meteorological Journal, is no less respectfully than duly made, as to one of our most valuable contributors. We are, indeed, proud to acknowledge the accession to our strength of several gentlemen of the most respectable talents and information on nautical subjects.

In conclusion, with the most grateful respect, we return thanks to the liberal Patrons of the Naval Chronicle for their continued support, and we hope to merit by our endeavours to maintain the respectability of its character for nautical information in its many and various branches, the approbation and countenance they have so long bestowed.

The Embellishments of the Volume are all Topographical, and will be found accurate in delineation, and skilfully engraved.

BIOGRAPHICAL MEMOIR

OF

CAPTAIN WILLIAM LAYMAN,

OF THE ROYAL NAVY.

His genius, ever for the event prepared,
Rose with the storm, and all its dangers shared;
And though full oft, to future perils blind,
With skill superior glow'd his daring mind,
Through snares of death, the reeling bark to guide,
When midnight shades involve the raging tide.

FALCONER.

(Continued from Vol. xxxvii. page 458.)

WE shall now resume the *naval* biography of Captain Layman. On the recommencement of hostilities, Lord Nelson nominated Mr. Layman to be lieutenant of the Victory, in which ship he sailed with his Lordship for the Mediterranean in May, 1804. In the way out, the Victory retook the Ambuscade frigate, of which Mr. Layman was sent in charge; and on the passage to Gibraltar, captured a French ship and Dutch vessel. Soon after, rejoining Lord Nelson off Toulon, he was appointed, in October, by his Lordship, to the command of the Weazle; in which vessel Captain Layman was immediately despatched to watch the enemy's cruisers, and protect the trade of the Straits, as well as keep open the conveyance of provisions from the coast of Barbary for the supply of the garrison of Gibraltar. In February, 1805, Lord Nelson wrote to Captain Layman, signifying his high approbation of the manner in which the service of the Gut had been executed, and hoping soon to be able to give him a better ship; but this commendation Captain Layman did not receive till after the Weazle had been unfortunately wrecked. On which occasion the merchants and inhabitants of Gibraltar presented the following address to the lieutenant-governor:—

To his Excellency Sir Thomas Trigge, *K.B. General of his Majesty's Forces, Colonel of the 68th Regiment of Foot, Lieutenant-Governor and Commander-in-Chief of the Town and Garrison of Gibraltar.*

MAY IT PLEASE YOUR EXCELLENCY,

We the undersigned Merchants and Traders residing in Gibraltar, with sincere concern, conceive that the late loss of his Majesty's ship Weazle, commanded by Captain Layman, will materially affect the security of our trade, unless early removed. And having witnessed and felt the benefit from the extraordinary and unremitted exertions of Captain Layman to fulfil his duty, in keeping the Straits free from the piratical French privateers, that had so long been destructive to the trade of this port, as well as the Mediterranean; and as few or none of these cruisers have of late dared to venture in the Gut, it is beyond comparison a proof how fully the Weazle performed the service on which she was employed.

We therefore sincerely lament that the late boisterous and thick foggy weather has for the present deprived us of Captain Layman's exertions and skill, by the loss of the said brig on the rocks off Cabaretta point.

On which occasion, and being persuaded that no man is more capable of supporting and protecting the Trade passing the Straits, and convoying the supplies to this place, from his constant study and knowledge of the different bays and inlets, as well on the neighbouring coasts of Spain as Barbary, we will be exceedingly obliged, if your Excellency would do us the favor to strongly recommend to the Right Honorable Lord Nelson, that Captain Layman, his officers, and crew, may be appointed to a vessel of force suitable to support and protect us in the way they have so ably performed before, not only to our satisfaction, but to the benefit of the public in general.

And we shall feel highly gratified, if this our request meets your Excellency's approbation, that you will second our wishes by a statement to Lord Nelson of the advantages we have experienced during the time of Captain Layman's being on this station; as well as the necessity of having a suitable vessel stationed in the Gut; and begging that, if necessary, his Lordship will have the goodness to represent this our petition to the Lords Commissioners of the Admiralty.

Gibraltar, 6th March, 1804. Signed { By all the principal Merchants and Inhabitants.

This address, with a suitable testimony from the lieutenant-governor and the garrison, being forwarded to Lord Nelson, and Captain Layman having presented a sketch of the description of vessels best suited for cruisers in the Straits, stating the necessity that all such should in particular be armed with flank guns in the stern and bow, and fitted with Chinese sculls, as well as pivot sweeps (which, although imperfectly fitted in the Weazle, Captain the Hon. George Elliott declared to Rear-admiral Otway, then

commissioner at Gibraltar, enabled the Weazle, in a calm, to beat the Maidstone's jolly-boat). Lord Nelson instantly, on reading the paper, wrote at the bottom:—" I perfectly agree in the propriety of having vessels of the above description stationed in the Straits, and I know no person so fit to command one of them as Captain Layman."—Which testimonials, with his own recommendation, he enclosed to the Admiralty, and sent Captain Layman to England with his despatches."

On Captain Layman's arrival, and waiting on the late Lord Melville, then at the head of the Admiralty, his Lordship immediately acquiesced with Lord Nelson in the propriety of having vessels of the before-mentioned description for the service of the Straits, and asked Captain Layman if it required to have one built, as " Lord Nelson seemed very desirous to have him out again as soon as possible." Captain Layman observed, that although all ships of war were extremely formidable from a broadside battery, they were very vulnerable, indeed almost defenceless at the extremities, from which many vessels of force had been taken in a calm by gun-boats, and amongst others the Alexander, 74, when commanded by Sir Alexander Ball, was in danger of capture: it were desirable that all ships should be so armed as to fight guns in every direction, it was more particularly indispensable for a cruiser in the Straits; but as building a vessel would be a loss of time, Captain Layman would, if it met his Lordship's approbation, convert one of the 18-gun brigs for that service, by fixing flank guns, and fitting Chinese sculls, so as to place the broadside in any direction. These propositions being immediately approved by his Lordship, orders were given for Captain Layman to be appointed to the first vessel of this description that was launched, which was the Despatch, built by contract, at Falmouth; but as on survey at Plymouth that vessel proved so defective as to require to be taken into dock, Sir William Rule, then surveyor of the navy, proposed one of the fir brigs building in the Thames, and Captain Layman was appointed to the Raven. On the equipment of which vessel, the following description was given in a work published when he was abroad:—

" The Raven, upon being fitted for sea, at Woolwich, under the direction of her very ingenious and active commander, Captain William Layman, had, agreeable to his recommendation, among other alterations, the two

foremost ports closed up, and the guns taken away. In lieu of which was fitted amid-ships, immediately before the foremast, a 68-pound carronade,* upon a traverse carriage, so as to fire in almost every direction clear of the gunwale; and in lieu of the two stern chasers, a carronade of the same power abaft. The wonderful accession of force derived from these alterations, and the great advantages to be derived from them in chase, in clearing an enemy's coast, &c. are too obvious to need a comment."—*Extract from the Elements and Practice of Naval Architecture,* p. 180.

To this description may be added, that the guns were completely fitted, not only with object and side sights, but with tangent screws: the workmanship of the sliding traversing flank guns, done at the Warren, was admirable; but Captain Layman's intention of getting the Chinese sculls improved upon at the dock-yard, by fixing them to traverse on a bull's eye, he could not accomplish, although the facility with which they would thereby work is evident.

The Raven having been detained to carry out to Lord Nelson the declaration of war with Spain, was not despatched till January 1805. On getting into the Bay of Biscay, on the very first night, although the sea was not particularly heavy, and the wind was upon the quarter, the vessel opened much, particularly under the fore channel; during part of the first and middle watch, under the 2d lieutenant and master,† from neglecting the order to sound the pump, the vessel had made so much water as to have reached the magazine before Captain Layman was acquainted with the circumstance, after the relieve of the morning watch; and which was only a prelude to a more serious misfortune, as shewn in the following letter:—

MY LORD, *Prison at St. Mary's, January* 30, 1805.

It is my painful duty to narrate to your Lordship an event as grievous as unexpected; for having quitted England on the 21st inst. in command of his Majesty's sloop Raven, charged with despatches for Vice-admiral Sir John Orde, the senior officer at Gibraltar, and your Lordship; with directions from the Lords Commissioners of the Admiralty to put myself under your Lordship's orders. I arrived at the rendezvous of the squadron under Sir John Orde, from 2 to 10 leagues off Cadiz, on the 28th instant, with a

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* An 18-pounder gun was intended to be fitted, but there was not sufficient space.

† It appears the second lieutenant has been since tried by a court martial, and dismissed the service, for incapacity; and such was the effect of fear on the master, that he died in C——— Temple soon after the vessel struck.

fresh breeze from the westward, and not seeing any thing of the squadron, I reduced the sail from whole to treble-reefed topsail, and hove-to at 9 o'clock P.M.; a few minutes before 10 o'clock, I went upon deck to look round, and desired the lead to be hove; and on the officer of the watch reporting there was not any soundings at 80 fathoms, I delivered the following order in writing :—

Memorandum.—January 29th, 1805.

"With the wind westerly lye-to with head to the southward till 4 A.M. and then to the northward; keeping the lead going every half hour, and acquaint me if there is soundings, or any alterations.

W. LAYMAN."

I then retired to my cot, and about 12 o'clock was called by the officer of the watch, and acquainted that he saw the lights of the squadron; but before I could get on my things, the officer came down the ladder, and said they were the lights at Cadiz; at this time he appeared to me flurried. I instantly went on deck, veered ship, and hove the lead; had 10 fathom the first cast, but only 5 fathom before the vessel was round, and we veered on each tack as the water shoaled; for the night being dark, with heavy rain, and the alarm frequently given of rocks and shoals, it was impossible to anchor, or see our way out till daylight; when I must beg of your Lordship to judge of my feelings, in finding we were within the enemy's ships of war at anchor off Cadiz on one side, as well as the batteries and Fort St. Catherine on the other, with the wind then blowing strong from the westward, with a very heavy swell; but I was determined the Raven should not be tamely surrendered, and by a press of sail not only cleared the enemy's fort and batteries, but the ships and gun-boats; but by carrying the vessel gunwale under, *I beat her over the shoals*, notwithstanding the fears and cries of many of the crew, amongst whom was the boatswain; and by 10 o'clock was to-windward of St. Sebastine, and laying up W.S.W. WHEN THE MAIN YARD BROKE IN THE SLINGS. From this serious accident, the vessel driving fast to-leeward, obliged us to anchor on the Rota side, clear of the guns at Cadiz. At this time some gun-boats attempted to annoy us, but in defiance of all we rigged the main-boom for a main-yard, and were ready to make sail, for which we anxiously waited an opportunity; the wind having increased to a very heavy gale, with a tremendous sea, dark night, and heavy rain. As the vessel at first drifted with one anchor and cable down, we were now riding by two anchors and two cables an end upon each; but it was impossible for them to long withstand the violence of the wind and sea, and *with one tremendous surge she parted from both*. Sail was instantly set, and a last attempt made to work out, but shortly after she struck, when the despatches, signals, and all other papers of consequence, were thrown overboard by me, with two 32lb. shot, and 11lb. lead, to sink them, as it appeared now impossible to save the vessel, which was completely at the mercy of the wind, and heavy rolling ground-swell sea; as, however, the flood tide and indraught was setting strong, the close-reeved fore-top-sail was set on the cap; she was kept athwart the tide and swell, until a-breast a bite near Port St. Catalina, by

which the lives of all the people were saved except two, and even those would not have been drowned, had they not quitted the vessel contrary to my positive orders: for the gale being at its greatest height at the top of high water, when the vessel went on shore, and bilged in three places; she laid comparatively quiet as the tide receded; and as the wind had lulled considerably by low water, when the inner and heeling side was left dry, the people were enabled to land on a sandy beach.

After getting on shore, I conceived it necessary, from the circumstance of being prisoners, that inquiry should be made, whether the orders I gave had been complied with; and it appears, from the declaration of the quarter-master at the cunn, man at the wheel, boatswain's mate of the watch, &c. that the lead had not been hove from the time I quitted the deck, *and that when the lights were seen,* the officer of the watch was below, and not then sober. *Should the evidence of these people at the court martial correspond with their deposition so recently after, when the events are so fresh in their memory, I shall have to lament that an officer whom on former service I have had occasion to commend for his vigilance, should, from neglect, have been the cause of so fine a vessel being wrecked.*

Of my own conduct on this trying occasion, it would be presumptuous in me, my Lord, to speak; but in this afflictive event, it is the greatest consolation, from the praise you have been pleased to give me, that on this occasion, when the eyes of all Cadiz were spectators, I have received the most honorable testimony from the very people that I was employed against, as will appear by the accompanying letter from the Captain-general the Marquis de la Solano; and which is the more gratifying, as I was unacquainted with such intention until the letter was very handsomely conveyed to me by our late Consul-general, Mr. Duff.*

---

* "SIR, "*Cadiz, 14th February,* 1805.

"I have much satisfaction in not only acquainting you, that his Excellency Marquis de la Solano has readily forwarded your packet to Lord Nelson, containing an account of the unfortunate loss of his Majesty's sloop Raven; but in enclosing to you the Marquis's testimony (*a*) of your skill and exertions to extricate the brig; and I must again repeat, that *they were very great, and deservedly admired by the whole city, and deserving of success.*

I am, &c. &c. &c.

Captain Layman, late of H.M.S. Raven. *James Duff.*

(*a*) *Translation.*

"SIR, "*Cadiz, February* 13, 1805.

"By the next post I shall forward to the Captain-general of Catalona, the letter you sent me in your's of the 8th instant, for Vice-admiral Lord Nelson, since it only contains the loss of the English brig of war Raven, whose captain, in honor to truth, I must acknowledge, from what I saw myself, and what I heard from the most intelligent men employed upon the naval service of the King my master, *used all efforts imaginable that depended upon great exertion and good seamanship, to save the vessel, and manœuvred with the greatest skill and judgment;*

I am informed by the agent for prisoners of war, that an exchange will soon take place; after which I shall take the earliest opportunity of bringing the officers and people to your Lordship; and in the interim beg leave to assure you, that misfortune will not make me lose sight of my duty; and that in a great national object, which I know your Lordship to have in view, I hope to make myself useful.

I have the honor to be, my Lord, &c. &c.

W. Layman.

Vice-admiral Viscount Nelson, &c. &c. &c.
Commander-in-chief of his Majesty's
Ships in the Mediterranean.

The exchange of prisoners being effected, Mr. Duff engaged a passage for Captain Layman, the officers, and crew, in an American ship bound to Malta, which ship falling in with the British squadron off Sardinia, Captain Layman was most cordially received by Lord Nelson, to whom he delivered the preceding letters; and as his Lordship wanted to send Captain Layman immediately on service, he ordered the court martial to be assembled the next morning. On the previous evening, about 10 o'clock, when the usual glass of weak punch was finished in the stern gallery, after all had retired for the night, Lord Nelson sent privately for Captain Layman, saying as he entered, "If this narrative is laid before the Court, they will hang the officer of the watch."—Captain Layman replied, "I should not have stated it, my Lord, but for my own justification, to shew, that if the orders I gave had been complied with, the vessel would not have been in the situation I found her, which was in consequence of the neglect of the officer of the watch, who went below to drink grog, instead of staying upon deck to look out and have the lead hove."—"That is very true; but as *you* will not be censured, it will give an opportunity for ill-natured people to say you had no occasion to make this official statement, and as it is the business of the *President* to find out all these things, it will come out better then,

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but the weather becoming very bad, and having carried away his main yard when most in want of it, he was obliged to anchor, though in a place distant from the batteries, and they could not annoy them; until it being impossible for her to resist any longer the high sea and still greater wind, she went on shore on the coast of St. Catalina Castle, off Port St. Mary's.

El Marques de la Solano."

"*To James Duff, Esq. H. M.'s late*
Consul at Cadiz."

and I wish you would omit the paragraph; I think it would be better to leave the Court to find out all the circumstances, in preference to their coming immediately from you; and therefore, as an act of humanity, I would not say any thing about the officer of the watch, the boatswain, and the people that behaved so ill, or the second lieutenant and master, who set the magazine a-float; it will all come out, depend upon it."

In consequence of this representation from Lord Nelson, which originated from humane motives, Captain Layman, by his Lordship's desire, re-wrote the letter between 11 and 12 o'clock at night, *omitting the paragraph*, and parts marked in italics, and breakfasted with his Lordship at half-past six in the morning; soon after which the Court was signaled on board the Royal Sovereign, so anxious, as his Lordship said, was he to have it over.

During the sitting of the Court, no inquiry was made whether the officer of the watch was sober, or upon deck, or particularly into his compliance with the orders he received; yet, as the Court did not indicate any feelings of censure toward Captain Layman, or, if they meant it, he naturally supposed he should be asked, as is done to the vilest criminal, what he had to say in his defence before the Court was closed; Captain Layman was therefore astounded to hear the Acting Judge-Advocate read, after the preamble—

"The Court is of opinion, that there appears to have been a great want of necessary caution in Captain Layman, in approaching the land.

"The Court doth therefore adjudge the said Captain Layman to be severely reprimanded, and put at the bottom of the list of commanders."

On Captain Layman's returning to the Victory, Lord Nelson was on the quarter-deck, and with a countenance of concern never to be forgotten, beckoned Captain Layman to the ladder leading to his cabin, and on reaching the stern gallery, said, with great feeling, "I did not expect this! but it is all my fault; however, never mind, "*I'll get you over it.*" On Captain Layman's observing, he had never before been so convinced of a commander-in-chief's ship being a floating court where those favored with his good opinion were sure to draw upon them the envy of others; and that he attributed the origin of the sentence to that cause. Lord Nelson replied, "Ah! there are two kinds of justice—

justice tempered with mercy, and justice carried to severity; and you have been treated with severity to the extreme; but as twelve people were upon their oath, I cannot say any thing publicly, although, said his Lordship, significantly, "I have my own opinion." The day after the court martial, on Lord Nelson shewing to Captain Layman the paper on which the Court had grounded the censure, more particularly one said to be copied from the log-slate when in Fort Catalina, Captain Layman instantly said. he would forfeit his head if that was fact. "You will, my Lord," said he, "I hope, excuse the warmth with which I express my feelings before you."—"To be sure I do; for it is very natural you should feel warmly on such an occasion, or you would not be good for much; and I hope you will be able to substantiate sufficient proof to justify my ordering a farther investigation, as justice is due to every one." On inquiry, it came out that during the time the Court was sitting, and when this paper was produced, the surgeon having some doubts as to its validity, went on deck, and asked the clerk respecting its being copied from the log slate in the fort; and was then made acquainted, that the clerk had seen the log-slate broken and obliterated on the deck, before quitting the vessel. Lord Nelson, when informed of this circumstance, on which rested the opinion of the Court, that Captain Layman had shewn a great want of necessary caution in approaching the land, wrote to the surgeon, purser, and clerk; and having by their answers substantiated the fact, gave directions that the Court should re-assemble and re-examine the evidence. Things were in this state, when Captain Layman, on entering the stern gallery in the evening, to take, as usual, a glass of light punch, observed Lord Nelson very much agitated; and on finding himself the innocent cause, a principal officer having started obstacles to the purposed re-examination, he withdrew.

When all the others had retired, Captain Layman sent in a message, requesting to speak with Lord Nelson *then.* This request was instantly complied with; and Captain Layman, on entering the stern gallery, said, "I feel most grateful to your Lordship for your very kind endeavours to get me out of the pit into which I have been *jostled;* but, my Lord, I should ill deserve your favorable opinion, if on this occasion I permitted any circumstance, however momentous *to myself*, to produce a schism between

you and those who fill the principal situations in the squadron. You well know, my Lord, that human nature is formed of such materials, that it requires the strongest mind, and best disposition, to acknowledge error. What then, my Lord, is to be expected from those of different descriptions, who are tenacious of the consequence of rank, and habituated to consider their own opinion as infallible? And although, my Lord, I would willingly trust my life, or what is of far more importance, my character as a sea officer, to the *unbiassed* decision of the greater part of the Members; yet there are others who would be gratified by any censure passed on me. These, my Lord, will do all they can to prevent the evidence, on which the sentence was founded, from being falsified, as then the revocation of the sentence must follow; which might be against the majority who had been induced to sign, that after '*the strictest investigation into the cause of the loss, and having* MATURELY *weighed and considered the whole and every part of the evidence, the Court do adjudge the said Captain Layman to be severely reprimanded, &c.*' Besides, my Lord, it may be objected by the supporters of quarter-deck authority, that to revise the evidence, is to doubt the ability with which the Court had been conducted; and that to revoke the sentence, would be in opposition to the policy—that a court martial, like the King, can do no wrong. At all events, my Lord, it is evident, that to obtain me justice, would produce ill-blood between you and some of those under your command, which could not but be attended with great prejudice to the public service; it therefore appears to me better, my Lord, that to prevent such evil consequences, for an humble individual like myself to submit to the injustice at present; and, indeed, if I am sacrificed, it will always be a greater satisfaction to me in having thus acted, than if I had triumphed over my persecutors; one of whom, notwithstanding his oath, has openly avowed he would have broke me if he could: but I shall ever treat with contempt such littleness of mind, and malevolence of heart."

Lord Nelson's eye expressed the greatest satisfaction during the address of Captain Layman, who had scarcely finished, before his Lordship, taking him by the hand, said most cordially—"*I thank you—I thank you very much—You are right;* but it shall not be the worse for you in the end."—Captain Layman replied, he left it to

his Lordship; but as he was not of the desponding cast, he submitted whether the suggestions contained in his private communication might not lead to an achievement, the splendor of which would disperse this cloud, and keep those under him in good humour, by adding to their consequence as partakers in his fame."—"You are right," replied his Lordship, "and I will transmit your letter to me to the First Lord of the Admiralty;" of which the following is a copy:—

MY LORD, *Cadiz, February 21, 1805.*

Having, from a recent unfortunate event, been enabled to examine minutely into the present state of the fortifications, troops, and means of defence at Cadiz, the Carracas, Port St. Mary's, and Fort St. Catalina, I conceive it my duty to communicate my dear bought observations, which I alluded to in my official letter to your Lordship; and as your experience and former services against the Spaniards, will enable you to decide on the practicability of obtaining possession of these places, with the whole of the fleet and arsenal; I shall take the liberty to sketch how so great a national object may be accomplished.

The success of such an enterprise would depend much on promptitude and strict secrecy—no parade of an expedition should appear *before Cadiz*, or any neutral ship permitted to communicate intelligence; but the ships of war, with the troops on board, make sail from the offing at the close of day, so as to anchor after dark between Rota and St. Sebastine's: the time that answers best for this, on account of the tide and dark nights, would be on the 5th or 6th day of the moon. Immediately the boats were ready, an advance party should paddle to where the Raven was wrecked, and proceeding under cover of a trench to the western part of Fort St. Catalina, escalade it, and get possession of the magazine, but avoiding the use of powder, rely upon cold steel, until the enemy surrendered the Fort; when a signal should be made for the van division to land in the bay to the westward of Port St. Mary's, march to the northern part of the city, where there is no barrier, and surround the barracks containing the regiment of Carbineers, the chosen cavalry of Spain, who, with all people bearing arms, should be secured in the convent of Victory. To avoid the exposure of our men by musketry from the houses, and prevent the disorderly conduct and plunder which the English committed in 1704, the troops should take post in an olive ground, which is entrenched, and completely commands the city. After St. Mary's was brought to terms, a detachment should not only secure the bridge of it, but St. Pedro; and another sent to take possession of Rota, or *before*, if any gun-boats were at anchor off it.

The Fort of St. Catalina is not only of great importance, from being considered the key of the harbour, but from commanding the north shore; consequently the possession of it would secure an anchorage in the bay for the English fleet; and if the means of defence are not much increased before the attack is made, I have no hesitation to declare, that I will undertake, with 250 men, to put your Lordship in possession of it; but

should any extraordinary preparations on the part of the enemy prevent its being carried by surprise, it may be taken by the van division landing to the westward, and getting a battering train on the height which commands the fort; but this should not detain the troops on their way to St. Mary's, which it is a great object to get early possession of, in order to cut off all supplies of provisions and fresh water to Cadiz. The rear divisions of the army should land before daylight near Terra Gorda, or the small river of Arillo. The first object of the rear division should be to secure the post of Susso bridge, which would not only insure a communication with the van division, but possession of the Isle de Leon, the naval arsenal at the Carracas, and Spanish ships there; and as Susso is the only place from whence resistance can be expected, it is presumed that the rear division, assisted by a naval force, will be able to carry Fort St. Louis and Matagorda.

If no alarm is given, the centre division should enter the bay of Caleta in flat-bottomed boats, three hours before daylight, and leaving a detachment to possess the batteries on St. Sebastine's, land on a sandy beach within 30 yards of the parapet, which in that part is so low, and in such condition when I was there, that by a coup de main any number of troops might readily have entered Cadiz; after which, the enemy's fleet at anchor off the city would not long contend with your Lordship, as the guns of the fortress would be turned upon them.

Should this desirable object not succeed, the centre division should land on the south side of the isthmus, gain possession of the Castle de Puntales, and the batteries of Coralles; and when the heavy artillery and mortars were ready to open, Cadiz may be summoned; as, exclusive of your Lordship's presence, which would prevent the animosity and jealousy which sometimes occur between sea and land commanders, I am convinced, from what I have seen and heard the Spaniards express, that there is not any thing that would so intimidate them, and speedily secure possession of the ships and arsenal; which they might be induced to surrender, in order to save so opulent a city from destruction: at all events, it would be humane to make the proposal; and I beg leave, my Lord, to suggest a cautionary measure of apprizing the enemy, that if they attempted to set fire to the ships, or destroy the arsenal, *no quarter would be given.*

This being intended merely as an outline, to do away the necessity and expense of a blockading squadron, by obtaining possession of 23 sail of the line, &c. &c. I have not, in a measure of such magnitude, particularized the best construction and mode of arming small vessels to act against the enemy's gun-boats, &c. and cover the landing of the troops, previous to forming a moveable flank battery; therefore only beg leave to generally remark, that the description of vessels best adapted for this service, are such as are required for the Straits and Gibraltar; which your Lordship has already done me the honor to so emphatically approve.

Your's, &c. &c. &c.

W. Layman.

The result of this interview was obvious. Captain Layman having been placed at dinner by Lord Nelson, next to Sir Richard Strachan, the senior captain in the squadron, whose affairs requiring him in England, had occasioned him to exchange from the Donegal, in complete order, to the Renown, in bad condition. Sir Richard very handsomely offered Captain Layman a passage. The Renown was ordered to separate the next morning; and, with the public despatch, Lord Nelson gave to Captain Layman the following letter to Viscount Melville, *then* at the head of the Admiralty:—

MY DEAR LORD, *Victory, at Sea, March* 10, 1805.

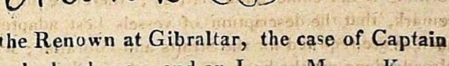
I enclose some remarks made by Captain Layman whilst he was in * * * *, after the very unfortunate loss of that fine sloop, which your Lordship was so good as to give him the command of. Your Lordship will find the remarks flow from a most intelligent and active mind, and may be useful should any expedition take place against * * * * *.

And, my dear Lord, give me leave to recommend Captain Layman to your kind protection; for notwithstanding the court martial has thought him deserving of censure for his running in with the land, yet, my Lord, allow me to say, that Captain Layman's misfortune was, perhaps, conceiving that other people's abilities were equal to his own, which indeed very few people's are.

I own myself one of those who do not fear the shore, for hardly any great things are done in a small ship by a man that is—therefore I make very great allowances for him; indeed his station was intended never to be from the shore in the Streights, and if he did not every day risk his sloop, he would be useless upon that station.—Captain Layman has served with me in three ships, and I am well acquainted with his bravery, zeal, judgment, and activity, nor do I regret the loss of the Raven, compared to the value of Captain Layman's services, which are a national loss.

You must, my dear Lord, forgive the warmth which I express for Captain Layman; but he is in adversity, and therefore has the more claim to my attention and regard. If I had been censured every time I have run my ships or fleets under my command into great danger, I should long ago have been out of the service, and never in the House of Peers.

Viscount Melville.



On the arrival of the Renown at Gibraltar, the case of Captain Layman was considered a hard one; and on L—— M—— K—— saying to Sir Richard Strachan, the sentence appeared very severe, Sir Richard half did it away, by saying, "you may rely there is nothing against him, or he would not be living with me."

Observing—"I was a Member of the Court, and can therefore communicate nothing; but * * * is a bad-hearted man."

Much interest was also taken by the inhabitants on the occasion, who sent the following address to the Lieutenant-governor:—

SIR, *Gibraltar, 27th March*, 1805.

It may not hitherto have been officially communicated to your Excellency, the strong representation made in last year by most of the principal merchants and inhabitants of this place materially concerned in the extension of its trade, so very beneficial to the mother country, in favour of Captain Layman, of the royal navy, then commander of the Weazle brig of war, appointed to this station. This gentleman's superior knowledge and information with regard to the tides and currents of this bay, and the whole of the Streights in general, from his long practice in going between this place and the Barbary and Spanish coasts, east and west, gave us all a superior satisfaction and security that we had not previous thereto experienced, by the terror he caused, and the unusual diligence he performed in keeping the enemies' cruisers in general from annoying our trade.

We now find Captain Layman here on his way to England, after the loss of a very fine ship he commanded, the Raven, that we believe was meant, under his direction, to be stationed here, to give us every protection. The formidable appearance and strength of the enemies' cruisers at present in and about this bay and neighbourhood, requires the most serious attention and vigilance; not any provisions that we know of has hitherto been made to obstruct such formidable enemies.

We have therefore most earnestly to request your Excellency, that after taking the fullest information from Captain Layman, of the best methods to be adopted to protect and keep open our communication with the rest of Europe, that we shall consider ourselves under particular obligations to your Excellency, if you will strenuously recommend, countenance, and support, Captain Layman, to have a particular command, for the purpose of protecting our trade, being assured his endeavours will be exerted for the general benefit; as under his directions, with proper suitable cruisers, we flatter ourselves he may be able to set aside all the formidable opposition the enemy have provided towards annihilating our trade.

(Signed) { By the principal Merchants and Inhabitants of Gibraltar.

To the Hon. ——— *Fox,*
Lieutenant-governor, &c.

With these testimonials, Captain Layman proceeded to England in the Avenger, and on his arrival at the Mother Bank, sent the following letter to the secretary of the Admiralty:—

SIR,

As from the particular situation of the squadron under Lord Nelson, many incidents relative to the unfortunate loss of his Majesty's late sloop

Raven, under my command, did not appear at the time of the court martial, and not having been called upon for my defence, I beg leave to solicit the attention of the Lords Commissioners of the Admiralty, and to humbly request they will be pleased to take the following circumstances into their consideration and decision :—

1st. Whether I did not strictly comply with their Lordships' orders, by repairing in the Raven, with all possible despatch, to the rendezvous of the squadron under Sir John Orde, from 2 to 10 leagues off Cadiz?

2dly. If after arriving at the rendezvous, and reducing the sail from *whole* to treble-reefed topsails, the order I gave in writing, "*to heave the lead every half-hour*," had been attended to, *or hove at all*, after I quitted the deck, the vessel would not have been in the intricate situation I found her?

3dly. Whether any examination took place by the Court relative to the officer of the watch *not being sober, or upon deck*, at the time the lights were seen, as shewn by the accompanying depositions?

4thly. Whether, after I was made acquainted with the difficult situation of the Raven, every possible exertion was made by me to extricate her?

5thly. Whether, after succeeding in working the vessel between, and *over* the shoals, from above the enemy's ships and forts, to nearly clearing the bay, and looking up to windward of St. Sebastine's light-house, it would have been necessary to *anchor*, but for the unfortunate accident of the *main yard breaking in the slings*?

6thly. Whether, after being obliged to anchor, the main boom was not rigged for a main yard, sail bent, and measures taken to *seize* the first opportunity of making sail out of the Bay?

7thly. Whether the parting from two anchors down, and two cables an end on each, which occasioned the ultimate loss of the vessel, was not owing to the increased violence of the wind and sea.—In elucidation of the four last heads, I beg a reference to the letters of the commander-in-chief, the Marquis de Solana, and Mr. Duff?

8thly. Whether the paper from which the commander received censure, produced by Mr. Edwards to the Court, as a copy made in the prison from the log-slate, does not appear *invalid*, from the statements of Messrs. Bailey, Soden, and Horniton, to the commander-in-chief?

9thly. Whether, after the loss of the Raven, the commander did not perform his duty becoming an officer in his Majesty's navy; and exert himself for the good of the service, in obtaining the liberty, and carrying the whole of the crew to the commander-in-chief?—*Vide* Lord Nelson's letter, 8th March, 1805. &c. &c. &c.

To William Marsden, Esq. Secretary to the Admiralty.

W. Layman.

The fate of these papers was singular; as before Captain Layman arrived in England, the late Lord Melville had been impeached when at the head of the Admiralty; Lord Nelson's strong recommendation was rendered nugatory, as was the address from the

inhabitants of Gibraltar; nor did Captain Layman's letter to the Admiralty meet with better success; the letter being written on the 17th May, 1805, when it was doubtful whether the Avenger would reach the Mother Bank, the date was left open, and in the hurry next morning, on the quarantine boat coming alongside for letters, it was not filled up; and Captain Layman received the following answer from the Secretary:—

SIR, *Admiralty Office, 21st May*, 1805.

I have received and laid before my Lords Commissioners of the Admiralty, your letter, without date, with its enclosures, relative to the loss of his Majesty's sloop Raven.

As Captain Layman did not conceive that the accidental omission of the date could justify such pertness and callousness to an appeal for justice; after being released from quarantine, and finding that the then First Lord was invisible, he waited on one of the *puisne* Lords, Sir Evan Nepean, to whom he had been strongly recommended, requesting that his case might be taken into consideration, when he was told the Admiralty would not interfere with the sentence of a court martial. On which he observed, that as the paper on which the sentence was grounded proved to be false, it was but common justice to revoke it: the remark was admitted to be just; and it was allowed there were many strong points stated in Captain Layman's letter, but the answer was again, "the Admiralty would not think of having any thing to do with it."—Captain Layman observed, "I cannot, as an officer of the navy, get any redress for injustice, from those entrusted with its management, where am I to apply?"—"Why you must petition the King in Council, without attempting to shew there was any injustice in the sentence of the Court, which must always be considered *to be right;* and then your prayer will be granted." Captain Layman remarked, "that it seemed strange that one should have to pray for favor, instead of obtaining an act of common justice."

Soon after this period Lord Nelson arrived in England, after his intrepid pursuit of the combined French and Spanish fleet.

Lord Nelson would not listen to the Petition: saying to Captain Layman, then at Merton, "the object is not worth it: take this letter to the First Lord's nephew and private secretary, and let me know what that will do."

MY DEAR SIR, *Merton, September* 5, 1805.

This will be delivered to you by Captain Layman, who, if he had not been a very active zealous officer, I am certain would not have lost his fine sloop the Raven.

The sentence of the court martial, placing him at the bottom of the list, I have too much respect for a Court to say a word about.

But this I will assert, that I consider Captain Layman as a most zealous, able, active, and brave officer; and that the sentence of the Court has neither altered my public or private opinion of his great merits; the loss of the services of men of such rare abilities is to be lamented by the country. My wish at present is, to place Captain Layman well with Lord Barham, and that his Lordship may possess my opinion of him.

Nelson & Bronte

To J. D. Thomson, Esq.

On this subject Mr. Thomson thus explained himself to a third person:—

DEAR SIR,

I am quite aware of the great interest our Hero took in Captain Layman. He mentioned him in terms of high regard, and seemed to take a very great interest in him indeed.

As the mere instrument of carrying the orders I receive into execution, I can do no more of myself than say, that it will give me great pleasure to see any opening wherein I can, with an earnest desire to fulfil what I am sensible Lord Nelson had much at heart, be of use to him. In this situation I am sure you will do me the credit to believe, that if not successful, it will not be my fault. Your's, &c.

J. D. Thomson.

On Lord Nelson's being acquainted, that the First Lord did not see Captain Layman, he said to him, "meet me at the Admiralty to-morrow morning, and I'll take you by the hand up stairs." Captain Layman pleaded for justice, and urged a revision of the evidence. Lord Barham said, that to expose any error in the sentence of a court martial would be dangerous; and addressing himself to Lord Nelson, observed, "the best way of getting over it will be for me to find an opportunity of sending him out to your Lordship."

During Lord Nelson's short stay in England, he was required by the Admiralty to submit his ideas of the best description of naval force to be employed at Gibraltar, as strong representations

had been made of the depredations committed by the enemy's cruisers in the Straits and Bay. Lord Nelson's plan was, the formation of a naval brigade; and strongly represented, that not only from prior knowledge, but from the confidence the garrison and inhabitants had in Captain Layman, he knew no man so fit for the command. This plan and recommendation was submitted by Lord Nelson to the Duke of Kent, as Governor of Gibraltar, who highly approved the proposed measure, which it was understood was to be acted upon by the Admiralty.

It being ascertained that the French and Spanish fleet, after escaping from Lord Nelson, and having the renconter with the squadron under Sir Robert Calder, had returned to Cadiz, Lord Nelson was delighted: he went to the minister, Mr. Pitt, and stated to him Captain Layman's plan for getting possession of Cadiz, &c. with the Spanish fleet, which was before desirable, but was now become of the greatest national importance, not only in annihilating the Spanish navy, but giving an irrecoverable blow to the fleet of France. The subject could not have a better advocate with the minister than Lord Nelson, who stated the information to be worth a dozen Ravens; and said, if Captain Layman lost another ship, he would, if at the head of the Admiralty, give him another, and another, as it was indispensable to have a man on that station who did not fear the shore.

Mr. Pitt admitted the importance of the object, but stated the disposable force and means as inadequate to accomplish an enterprise of such magnitude; he observed, however, that "the loss of the Raven was an accident that might have happened to any body; and it is clear to me Captain Layman is an able officer."

In the destruction of the greater part of this combined fleet, when it again ventured to sea, Lord Nelson terminated his glorious career, and the country was deprived of its great naval hero.

(To be continued.)

ERRATUM.

Vol. xxxvii. page 448, for 1st April, read 31st March, as the day on which the Amazon got aground.

NAUTICAL ANECDOTES AND SELECTIONS.

THE VOW PERFORMED.

THE captain of a Greek vessel, and his crew, astonished the inhabitants of Marseilles a few days since, by carrying the cargo of their small vessel, consisting of rice, to the market-place, and distributing it gratis to the poor. It may easily be supposed that their customers increased hourly, when the circumstance was made known; and several other cargoes might have been speedily disposed of on the same terms. This act of charity and munificence on the part of these humble but worthy individuals, while it does them great honour, exhibits in a striking manner the influence of the Christian religion. These poor men were caught in a dreadful storm in the Mediterranean, and having betaken themselves to prayers, according to the forms of the Greek church, they made a vow to give their cargo to the poor, if Providence should be pleased to spare their vessel and their lives, for the sake of their wives and families. The storm abated, and they gained Marseilles in safety, where they rigidly performed their vow. Our readers will observe, that the captain and crew of a Greek vessel are all joint owners, in certain proportions, of ship and cargo.

WATERLOO BRIDGE.

THIS noble structure was opened on Wednesday, 18th June, for the public accommodation, with much splendour. Soon after three the Prince Regent arrived at the Whitehall stairs, in his private carriage, whence he embarked on board the royal barge: the cannon on the bridge began to fire 202 times, in commemoration of the number of cannon taken from the enemy at the battle of Waterloo. The royal barge was followed by the Lord Mayor's barge, which attended with his Lordship, and a full company, to conduct the Prince Regent to the bridge. Other barges belonging to the Admiralty, the Navy, and other public offices, succeeded. Soon after the firing had ceased, the royal barges arrived, passed through the centre arch, and proceeded to the stairs on the Surrey side, where the company landed, and the procession formed at the end of the bridge, was preceded by several gentlemen interested in the undertaking, with their hats off, to clear the way. The procession was headed by the Prince Regent, with the Duke of York on his right, and the Duke of Wellington on his left, in their uniform of marshals, followed by a train of noblemen and gentlemen, ministers, and members of both Houses of Parliament. On their arrival on the Middlesex side of the bridge, they descended the stairs on the eastern side, and having re-embarked on board the royal barges, returned to the house of the Earl of Liverpool, at Whitehall, where his Royal Highness partook of a sumptuous early dinner, and then returned to Carlton-house. His Royal Highness, after undressing from his regimentals, left town for Windsor, to be present at the grand ball and supper to be given by the officers of the Royal Horse Guards, who were in Waterloo. On the

Regent's return, his carriage was followed by an immense concourse of people, it going at a slow pace, who testified their attachment by loud acclamations at the entrance to Carlton-house from the Park. We believe there is no bridge in any of the European capitals which is equal, as a great work, to either of the bridges of Westminster or Blackfriars; and as Waterloo bridge is superior to either of them, consequently it is the finest in the world. Its total length from the Strand (the Savoy Palace), where the building begins, to the spot in Lambeth, Surrey, where it falls to the level of the road, is 2890 feet: it has cost upwards of a million sterling. It was formerly called the Strand Bridge. The first stone was laid on Friday the 11th of October, 1811. It is exactly on a level with the Strand where it joins, and is fifty feet above the surface of the water of the River Thames. Mr. Rennie was the engineer. The scientific principles on which the centres were constructed, was that of the *longitudinal incompressibility of timber*. The longest and largest beams of wood bend and yield when pressed upon laterally, and by that means the form of a centre constructed in the usual manner is different when loaded; but as no weight that men are acquainted with, when acting gradually, will shorten the length of a beam, it was so contrived that the pressure acted always longitudinally, or lengthways, and not laterally or sideways, so that the centres remained in form unchangeable, as much as if they had been one solid mass of matter, the two extreme points resting on the firm and well-constructed piers. In circular arches, such as those of Westminster or Blackfriars bridges, the pressure on the centres before the key-stones are put in place, is not near so great as in elliptical arches like those of Waterloo. Length of the other bridges in London:—

Westminster, from wharf to wharf	1,223
Blackfriars	940
London	900
Vauxhall (iron)	860

FINANCE REPORT.

The Sixth Report of the Select Committee of Finance has been printed by order of the House of Commons. It refers exclusively to the Navy.—The Vote of Seamen is 19,300, at 6*l.* 6*s.* per month. The Committee enter into a general view of the great heads under which the Estimates are prepared, and afterwards some examination of the more detailed items:—

1.—*The Wear and Tear.*—A greater naval establishment was to be expected than at any former peace, and if the force intended to be employed shall answer the general wants, your Committee see no reason to apprehend that it will in any degree exceed them. The amount of force a-float for the year is as much reduced as could be reasonably expected.

2.—The Ordinary Estimates.—*Admiralty Office.*—The emoluments of the Secretaries appear not to go beyond the importance of their situations, and of the ability required for filling them, with the exception only of an increased allowance during war. This distinction is highly objectionable, and ought to be abolished. It is impossible for your Committee to enter

into the minute details of the business transacted in the Admiralty Office, but they have been assured, and they see no reason to doubt the assertion, that hitherto the diminution in the number of clerks has kept pace with the diminution of labour in that department.

Navy Pay Office.—The Committee hope that a very considerable reduction in the establishment will be deemed practicable—observing, that the same number of persons by which a sum of 22,000,000*l.* was received and paid in 1813, cannot be necessary for the receipt and payment of 6,000,000*l.* in 1817: that the salary paid to the Treasurer of the Navy is much too large, and that on any future appointment to that office, recommend that it should be reduced to a level with that of the Paymaster of the Forces.

Navy Office.—The Committee are far from being satisfied that so many Commissioners of the Navy are requisite in time of peace, even with the addition of labour which the Transport Service has imposed on this department. It appears to your Committee (although a contrary opinion is entertained in the Office), that the three divisions of the General Board, consisting one of four Commissioners, and the others of three, might each be reduced to two members without inconvenience to the public service, and that the difficulties stated against this proposition are merely technical.

Greenwich Hospital.—The Hospital and Chest, notwithstanding the immense claims made upon them, have been able to accumulate a capital in the Funds of not less than 3,760,000*l.* 3 per cents. But as the peace diminishes the principal sources of revenue, while the claims on the Hospital are largely increased, it is clear that the funded property cannot be expected to last beyond a limited number of years, and that then a very great annual expense will fall on the public.

Since 1814, a system of registry of seamen has been adopted, and of the 32,000 out-pensioners now on the books, not less than from 12 to 15,000 are capable of active service a-float, and a further number might be found useful for shore or harbour service. The Committee recommend Government to pay a minute practical attention to the operation of this part of the system.

In the *Sick and Hurt Department*, the Establishments of the Royal Hospitals appear to the Committee to be very expensive. However necessary a military superintendance, and a full establishment of medical officers might be in time of war, the Committee think that a reduction to a more considerable extent than has taken place might be made during peace.

Buildings and Repairs of Ships.—Considerable exertions are now making for a complete renovation of the fleet by the construction of new ships, and by thoroughly repairing all such as are judged to be in a state sufficiently good to warrant so great an expense; and they think that there is no object upon which the House will be less disposed to call for a parsimonious expenditure than on this. Since the conclusion of the war, the number of ships broken up and otherwise disposed of, amounts in all classes from large frigates and upwards, to 169 (a force probably equal to the navies of the rest of the world).

Works in the Yards.—The Committee approve highly of the policy of constructing the Arsenal of Sheerness on a large and systematic arrange-

ment capable of answering the public wants of the country—affording a safe anchorage for the ordinary in time of peace, and a convenient port of outfit and refit for squadrons employed in the North Sea.—They speak warmly of that great national work the Breakwater, of Plymouth Sound.

The Committee conclude their report with stating, "that the sense they entertain of the necessity for economy, cannot be allowed to interfere with the support of such a maritime force as may be deemed necessary in time of peace, nor with the preparations for its adequate augmentation in the event of war; and as naval expenditure in time of peace is principally connected with the purchase and preparation of materials for future exigency, there is no part of the public service in which an ill-judged temporary economy might be ultimately productive of such considerable expense."

SURPRISING TRIUMPH OF MECHANISM.

Hauling the Ship Kent, of 80 guns, on the Slips, for Repair.

[From the Plymouth Telegraph.]

We no longer wonder at the tri-lithons of Stonehenge, or the Cyclopian buildings described by Dr. Clarke—a spectacle of mechanic power and human ingenuity, more sublime in its nature, more interesting in effect than the one alluded to, was never presented in any other country; and we congratulate the kingdom on having within its bosom persons capable of performing what no other nation has yet achieved.

During the preceding week, several companies of shipwrights had worked extra hours in preparing the ship for the intended operation; and at three o'clock on Monday morning, June 30th, a day that must be long remembered with pride throughout the port, the different classes intended to be employed began to assemble. Such, indeed, was the extreme anxiety to be in place, that many of them, particularly the riggers, attended in the yard at one o'clock; Mr. Sullivan, the master rigger, remaining in his cabin all night, eagerly awaiting the time of commencement. Public curiosity was not less ardent, and numerous applications for admittance were made to Commissioner Shield, which he politely granted to a reasonable extent.

The various apparatus, which exhibited much simplicity, with wisdom of contrivance, an union ever desirable in mechanic affairs, being fixed, preparatory to hauling, and every precaution taken to prevent accidents, and to secure the ultimate object, at 20 minutes before six o'clock the welcome signal was given to heave at the purchases. This was obeyed with the utmost alacrity by "a long pull, a strong pull, and a pull altogether." The immense fabric began to advance on the plane about eight or ten inches at a time, as the purchases acted; and in the short period of *forty-one minutes* from the time of first heaving, a body weighing upwards of *one thousand nine hundred and sixty-four tons*, notwithstanding all its "*vis inertiæ*," was conveyed, as if by magic, to its destined situation, without the slightest untoward event or failure, in a manner that amazes, while it delights the mind. In the mighty operation, we may clearly perceive what is possible

to be done by the inclined plane, the wheel and axis, and the pulley, in unison with 1400 men and 14 capstans; and from the success of the experiment, it is easy to imagine that it will not be permitted to stop here, but that its result will become the foundation of greater trials. At every other minute the men cheered each other with a general shout, and bands of music stationed in a booth on each side of the slip further animated them, and the spectators in boats and ashore.

For the better information of our readers, it may be right to give the following account of the apparatus:

Thirty-two treble-fold blocks for receiving ropes of 7, 8, and 9 inches, as purchases, successively applied as she raised.

Eight cables round and under her.

Bilge bottom ways fixed and supported with wooden chocks and iron knees fore and aft.

Four lighters at her stern to buoy her up.

Two additional capstans on board to heave on the purchases, with hawsers rove through the blocks, besides which there were 14 capstans in front of the slip.

Anchors sunk in the ground, and large and small mooring chains fixed to the same, for supporting the bollards or posts.

Platforms fore and aft on each side of the slip.

The cradle was similar to that used in launching. The lighters in the centre were lashed to a cable, and those on each quarter to two cross cables. Anchors and chains were fastened to the bollards, from an apprehension, that the ground being *made*, might give way. The standing parts of 14 treble-fold pullies were fastened to 8 twenty-three-inch cables, which being horizontally applied, and hauled taught a-round so as to encompass the vessel, were lashed to ring-bolts, and thus kept firm in their positions. To these were attached by selveges of 1500 yarns each, different blocks of vast weight and size. Each tackle leading to its respective capstan, comprehended the purchase it had to sustain, and this, to all appearance, from the ease with which the Kent advanced on her bilge ways, would have sufficed to haul up the heaviest first rate. The whole formed a decisive triumph of mechanic power and human perseverance, and has placed the officers and men of this fine yard on a lofty pre-eminence.

There have been four frigates lately hauled up here to be repaired, namely, the Boadicea, Pyramus, Nereide, and Resistance, besides the Redpole, Pelorus, and Raleigh sloops, but no ship of such large dimensions as the Kent has ever been so treated, except in the present instance. The French once attempted it with a 74, but failed, as have one or two subsequent experiments, on a much smaller scale, we believe, at Portsmouth. At Carlscrona and Venice ships have been often placed under cover, but this was in docks, not on slips. By an instrument called a *Camel*, invented by De Witt, for the use of Holland, and carried to Petersburgh by Peter the Great, vessels have been lifted over bars and shoal places, but never of the magnitude nor to the degree before described.

It were difficult to estimate the praise due to Commissioner Shield, Mr. Jackson, the master attendant, Mr. Sullivan, the master rigger, and

other officers, for the zeal and judgment with which every thing under their superintendance was conducted. They have all deserved well of their country, and among them Mr. Pering, clerk of the checque, whose excellent remarks in two pamphlets, entituled, "On the preservation of the British Navy in a state of ordinary," and "Reply to Strictures in No. 19 of the *Quarterly Review*," may be truly said to have paved the road to this brilliant and decisive experiment. In evidence of this we extract the following passages:—"Much," he says, in the former pamphlet, "has been said of the want of docks for the repair of our shipping; but, in my humble opinion, docks are not so much wanted as covered slips." He then proceeds to observe, that this improvement demands the immediate attention of Government, but particularly on the return of peace, at which period, every slip in the royal dock-yards should be housed over, and others should be erected, in which situation vessels might be kept perfect for as many years as thought necessary, or until wanted for service. That no ships should be permitted to remain a-float, particularly in a basin or wet dock, and slips ought to be provided for such ships as could be hauled up." From these and similar arguments he contends, and with apparent propriety, that by managing the whole British navy in this way, a very large sum, besides timber, would be saved to the country, at the end of eight or ten years. In the latter pamphlet, he emphatically remarks, "should the formation of a basin with slips around it, on which ships may be either built or *hauled up dry* and under cover, be hereafter deemed advisable, the wisdom of such a measure would be soon apparent. By such a mode, *but by no other*, every ship, not immediately wanted for service, might be preserved to almost an indefinite period, and when wanted, would run from twenty to twenty-five years, perhaps longer."—"Regular built slips are not absolutely wanted, *inclined planes* would answer every purpose," &c. &c.

The erection of permanent roofs over ships in slips and docks, and the able suggestions of Mr. Pering on other subjects vitally connected with the duration of our ships of war, have been partially adopted. Systems of all kinds, rendered venerable by their age, are adhered to with pertinacity, and quitted with reluctance. But who, in this enlightened era, can withstand the efforts of science and truth? In despite of prejudices favourable to the continuance of antiquated errors, the day, we trust, is not far distant, when all Mr. Pering's patriotic recommendations will meet with the encouragement and attention which they severally deserve.

REGENT STEAM PACKET.

On Wednesday morning, July 2, this vessel, commanded by Captain Harvey, left town for Margate, with between 40 and 50 passengers on board; and it appears, from accounts received in town on Thursday, that when off Whitstable, which is 18 miles from the port of destination, she was discovered to be on fire: at this time she was also three miles from the main land. As a vessel of this description never carries a boat larger than sufficient to hold her own crew, which seldom exceeds a dozen persons, the consternation of between 40 and 50 passengers may be better conceived than described. The fire was discovered to proceed from the furnaces used

for the boilers of the steam-engines, and to gain rapidly on the exertions of those on board. The vessel was seen from the shore; and one account which we have seen states, that she was met by several boats from Whitstable, who succeeded in getting all on board safe to land; and this account seems corroborated by the following notice, which was posted Thursday, July 3, at Lloyd's :—

"The Regent steam-packet, bound to Margate, was burnt to the water's edge, off Whitstable. Crew and passengers saved."

The cause of the fire is stated to be as follows :—The gale of wind being strong, blew the chimney flue away, and the wood-work, that is nearly breast high from the deck, at the bottom of the flue, for the purpose of keeping the people near the chimney from burning themselves, caught fire; the men in throwing the buckets over for water to put it out lost them, consequently the fire was not checked, and the captain immediately made for land, and got all the people and crew, and luggage, safe ashore, but the vessel is almost entirely consumed.

CORRESPONDENCE.

On Impressment.

MR. EDITOR, *16th June, 1817.*

I AM aware that there is no subject connected with our naval affairs, whereon it is more difficult to decide, than on the great and momentous question of continuing or relinquishing the system of impressment; by which system, *almost entirely*, the British fleets have been manned for nearly two hundred years. I admit very readily, that this system of getting seamen for the royal navy has been long, very long, in use; that it has prescription in its favour, and that the general opinion, not only amongst naval, but men of every profession, is, that the British fleets could not, in time of war, be fully manned, without resorting to this system, which is not one of choice, but *imperious necessity*. All this I most readily admit; and my object is, not to do away this system (cruel and hard as surely are its effects), before pointing out *another*, which may be supposed (and in my opinion depended on) to produce a sufficient number of men for manning our navy, in wars of any ordinary length or magnitude. Having before recommended Mr. Urquhart's very sensible pamphlets, which you have given a review of in former numbers,* I am confident the hints they throw out on this highly important subject, are deserving, and will in time receive that attention and consideration from those in power, which they have already done from many naval officers of high rank, and professional merit. If my information is correct, the propriety and policy of (if possible) substituting some system more honorable and agreeable to the feelings of both men and officers, is now almost universally admitted throughout the navy;

* Vide N. C. vol. xxxvii. pp. 71. 153. 237.

and it is undeniable, that its adoption would form a glorious æra in the maritime history of Britain.

My own sentiments on the subject I have already stated pretty fully; and I would now endeavour to prove the practicability of getting men *for limited service,* sufficient for the purposes of any ordinary war, who would readily *enter* for the royal navy, provided some regular and fixed system of command and discipline were adopted throughout the service, by which they would be protected from harsh, and sometimes unjust treatment, and less subjected than now to the capricious usage of officers, whose power is *much too great,* and whose experience, knowledge of men, and talents for command, are too frequently *much too small.* Some mode of prevention of these numerous evils, which flow from this source, and extend throughout the service, is universally called for, and it admits of being easily remedied, by firm, judicious, and energetic exertions on the part of the Admiralty Board. I see no good reason why this new and much wanted system should not be *immediately* framed, by a board * of naval officers summoned for the purpose, who would willingly devote a little of their time, now otherwise unemployed, to this useful purpose. Supposing, then, that the evils of our present system are removed as far as possible, I will next suppose that the number of seamen wanted to man our fleets at the end of the first year of a war is 55,000; with this number, allowing at the rate of 550 seamen to each line-of-battle ship, 200 to frigates, and 60 to sloops, making up the remainder of the crews by marines, boys, and landsmen, we are able to man *seventy* sail of the line, *one hundred* frigates, and *one hundred and fifty* sloops of war.

I will suppose that our peace establishment, instead of 13,000 seamen, as at present, is gradually increased to 20,000, which I consider it ought to be (for unquestionably the materials whereon to form our war navy, ought always to be under command). I will also suppose, that warrant officers receiving pensions for services, wounds, &c. and liable to serve again when called on, amount to 10 or 12,000 most valuable men at the outset, which raises your number to 32,000; and on a war breaking out, and men entered for limited service, with the hope of prize-money, and the certainty of being well treated, if they behave themselves as British sailors, with the option of leaving the service at the end of five or seven years, if they are so inclined at that time; I could not for a moment doubt, that before the expiring of the first year of war, the 20, 25, or even 30,000 volunteers for the navy, would be raised by receiving officers, with little difficulty, and at a moderate expense. It certainly does appear to me, that by introducing a new act of Parliament, binding every apprentice to the sea to serve in the royal navy, if required, for *five* or *seven* years, or find a substitute, the necessity of the odious system of impressment might be *completely* and *safely* done away, and relinquished for ever.

The objection of this Act, constituting *impressment by anticipation,* as has been stated, I think, by yourself, does not appear to me to be so

* If the Admiralty Board choose to have assistance.

strong, or so unconquerable, as it might seem to some people at first sight.

Every seaman at present in the merchant service, who has no regular discharge from the King's service, is *liable* to impressment, and to serve, not for *five* or *seven* years, but during the pleasure of the Board of Admiralty; and we know that many, during the late wars, actually served for twenty years, thereby sacrificing the prime of their days, the most valuable years of their lives, to those who had education, and looked forward to rise in the merchant service to be masters, and there were many such. Now, by this binding to the King, at the same time with the master of the vessel he first goes to sea in, a young man is *aware* that he will be called on in case of war, but only for a very limited term, and that he can *then*, if he pleases, resume his employment in the merchant service. It therefore becomes a much less evil, the hardship is nearly done away, and it would be found, that so soon as young seamen were done with their apprenticeships, they would gladly enter the royal navy, to be released from all further fears, or annoyance; and that there would be no difficulty whatever in keeping up, or increasing, if necessary, the number of able seamen, say 60,000, in time of war. We should thus have not only the satisfaction (and it would be universally felt) of being able to abandon the hateful system of impressment, so fraught with injury to our best feelings as men; but we should also assuredly find our fleets manned, not with *braver* crews (that is impossible), but with men more devotedly attached to their King and Country, more respectful and obedient to their commanders and officers, because more cherished and respected (I think the word applicable on either side) by them, than during the late war was unfortunately the case in many ships. Under a new system, formed on these principles, I am firmly persuaded the service of the royal navy would soon become the seamen's greatest pride and glory. To *protect* them, is our *duty*; to *cherish* them, is our *best policy*; and to *reward* them, as far as possible, our *debt of gratitude*: let us then, having now leisure, "*turn to*" in earnest, to overhaul Britannia's best bulwark—her unconquerable wooden walls; let us frequently recollect, that at the end of the last war we lost *many* of our seamen, who entered into the service of the enemy, not because they received more wages, but in too many instances because they said their treatment was disgraceful, and unbearable; it is well known, that on the American station, some ships lost not one man by desertion, whilst others lost half their crews. I cannot believe that the same treatment or system prevailed in both; and I think no stronger proof need be given of the necessity of a new and fixed system, as so ably and strongly recommended by Nestor, and assented to and applauded by many excellent officers. That it may be speedily adopted, and also my suggestions for abolishing impressment, is the earnest and disinterested hope and wish of,

Your's, &c.

Albion.

On building our Men of War of Teak or Mahogany.

MR. EDITOR, *16th June*, 1817.

AT the present time of unexampled difficulty to ship-owners, and indeed to every branch of trade, and every species of business, it of necessity becomes the duty of government to use every endeavour, consistent with due economy, in order to reinvigorate and promote the languid efforts of our nearly expiring commerce. It is, I believe, a matter of perfect notoriety, that the money expended on our men of war during a series of years past, has been paid for vessels of every class and description (a few built in King's yards excepted) which have proved most surprisingly defective; and have, in two, three, four, or at most five years, become, many of them good for nothing, being so entirely rotten, as to be unworthy of repair. These ships were built, it is true, in the merchants' yards; and *that* system (one of *necessity*, and *enormous expense*, is now abandoned, it is hoped, for ever: all new ships are in future to be built in his Majesty's dock-yards; but still great difficulty exists, as to procuring full and adequate supplies of oak, well seasoned and sized, for the purposes of building and repairing in these yards, which in consequence of the sadly defective state of our navy, is a matter not only of the utmost importance to the country, but one of the greatest responsibility, and no small difficulty to the Navy and Admiralty Boards.

We are now fully aware of the durable and other excellent qualities of the teak wood; we have several very fine men of war built of it, the Minden, Cornwallis, Wellesley, &c.; and the Melville, of 74 guns, and two frigates, are now building; the employment of mahogany has also been lately suggested, for the purposes of ship-building; and certainly, although it may not perhaps be so universally applicable as the teak, yet if its durability and its resistance to the power of that all-subduing, and hitherto most destructive evil, the dry-rot, is satisfactorily proved, I am fully of opinion, the increased expense ought not to be regarded, when we know and have felt, by dear-bought experience, how very soon our new ships have been lately destroyed, without undergoing any very hard service: these defects of our new ships are so well and universally known, that to enlarge on the subject will be equally unnecessary and unpleasant; but it is of the utmost consequence, surely, to suggest any plan which might render them henceforth durable and serviceable for a course of years. If, then, it should be resolved on, to substitute the teak and mahogany, for the inferior and undersized kinds of oak, which are now only to be had either at home, or imported from America, I am aware that the first costs of our men of war might be increased, perhaps one-third, or one-half, at the utmost; but it must be considered, that these ships will continue serviceable (as the teak has been proved sufficiently to have done) for twenty-five or thirty years; whilst our present ships, even King's yards' ships, are thought to serve well, when they are effective, with heavy repairs, for ten or twelve, some few lasting for fifteen years. When we consider likewise the number of large merchantmen which would be employed in bringing home the teak and mahogany for these purposes, I confess the advantages of using them

appear to me very far to outweigh any objections that may be started against them: I hope at any rate the system of building *at home* will be continued; as the consequences of removing it to India, or *elsewhere*, will be, at no remote period, far more serious and disastrous, than is at present contemplated. Can Great Britain continue Mistress of the Seas, and her navy be constructed on shores so far distant.—No.—Let us rather, even at an increased expense, but not an eventual loss, build our ships *at home*, employ British ship carpenters, British shipping to convey the timber, and British capital to import it: thus shall our commerce be promoted, shipbuilding protected, and British men of war more durably constructed.

Neptunus.

Neglected Officers.

MR. EDITOR, *June* 18, 1817.

IN former letters, I have brought to view, the situation of many officers of the navy, who, after serving *long*, *zealously*, and *faithfully*, have been allowed, by each succeeding Board of Admiralty, to remain unpromoted, neglected, and overlooked, because their interest was *small*, although their services had been unremitting, and often conspicuous. Of this number, I have mentioned several in former letters; and I now beg leave to lay before you the names of some gallant officers, who during the late war had the command of gun-brigs, and eminently distinguished themselves on the enemy's coast, &c. as the Gazettes bear the most honorable testimony.

I have before mentioned Captain Thicknesse, of the Sheldrake, and now subjoin that of Lieutenant Nugent, of the Strenuous, and refer you to the 16th Volume of this Chronicle, for Sir James Saumarez' high eulogium on their gallant conduct whilst commanding at Guernsey, on two different occasions; no praise can be *higher*, yet no promotion has been granted to either. Lieutenant Talbot, also, of the Encounter, greatly distinguished himself under Sir H. Popham, at Buenos Ayres; as have the following officers, all commanding gun-brigs on different occasions; *viz*. Lieutenants Archbald, Collet, King, Blow, Frissel, Tucker, Napier, Rowe, Whiston, Lucas, Ormsby, Whitehead, and Forbes, besides others of equal merit and long standing in the service. I ask, if it is either just or creditable to the government of the country, to allow of such continued neglect? Surely, by means of extended retired lists, such as I have already suggested; *viz*. thirty post captains to be retired as superannuated rear-admirals, as is already the case, with this difference, that want of interest to get a ship is the disqualification, instead of old age or inability to serve. Sixty old commanders to be superannuated as post captains (a measure I regret to see still deferred); and an additional hundred lieutenants allowed to retire as commanders, being all disqualified for future service. Surely, I say, an annual selection of brave and meritorious officers might then be made, so as to in due time include the *greater* part, if not *all*, who have strong claims on their country for the next step on the ladder of promotion, and which,

as matters now stand, they have so little hope or chance of attaining, except the door is thrown open, by the adoption of some such plan. In my opinion, lists ought to be regularly kept at the Board of Admiralty, as at the Horse Guards, of those officers, whose *former* services entitle them to promotion, whether presently employed or not; and memorials of services generally, called in and registered, for future reward, employment, and promotion: it would throughout every rank, particularly the junior ranks, as high as commander, be attended with the best consequences; for although very many have attained the object of their ambition, and the reward of their services, in getting promotion, still, after all that has been done, many remain in unmerited obscurity, now destitute of employment, and devoid of the hope of advancement.

A Friend to Naval Merit.

TO THE RIGHT HONORABLE LORD VISCOUNT MELVILLE.

On the Management of the Navy.

" Kingdoms that *long* have stood,
And slow through many a year attained at last
To strength and power; thus, on the ebbing flood,
Rush to their ruin fast.
Thus tardily appears
The course of time, to manhood's envied stage;
But that attained, how quick the ebbing years
Then hasten to old age."

MY LORD, *20th June*, 1817.

ON a subject of such importance, and deep interest to the country, I am aware that little apology is necessary for presuming to address you, as my opinions shall be delivered with becoming respect, but also with that freedom and independence, which every man who wishes well to his country, holds it as his chief honor to maintain. My first object is, briefly to point out the necessity (which is allowed on all hands) of embracing the present opportunity of peace, to *rebuild, repair*, and *re-appoint* our men of war, *to prepare for coming events*—to *have* a navy, full and effective (we have at present only half an one); in my opinion, there ought to be no intermission, no discharge of men from our dock-yards, no discontinuance of the usual operations carried on there, until we shall have a hundred and fifty sail of the line, two hundred frigates, and three hundred sloops of war, *fit* for commission: *then*, and not till then, shall Great Britain be able to bid defiance to all the world. I trust and hope, my Lord, your conviction is as strong as mine on this point, and that a few years of peace will see all I have recommended carried into full effect. My next object is, to call the attention of your Lordship to the very slender, and I hum-

bly apprehend inadequate, force allowed for foreign stations by the present peace establishment; surely, three or four pendants on the Jamaica, the Leeward Island, the Brazil, and the Mediterranean stations, cannot in the present times be considered a sufficient protection, either to our colonial possessions, or to our trade. I seek not any unnecessary or expensive peace establishment; but I should be happy to perceive that, instead of the pitiful saving which the paying off half a dozen frigates and sloops will make, some respectable addition had been given to our squadrons on foreign stations, so as to enable them, in case of need, to render effectual assistance in any manner, or in any quarter, where required. At present, we know the admiral on the Jamaica station *has not* force sufficient to maintain the dignity of the British flag within the limits of his station. Admiral Harvey, at Barbadoes, has his flag-ship, a frigate, and two sloops; in the Mediterranean there is, besides the flag-ship, one frigate, and four sloops; whilst the Americans have a very powerful squadron cruising there, and seemingly with the determination of forming a settlement, or permanent rendezvous. I need hardly point out the policy (as it is self-evident) of our having some men of war on the coast of South America, at the present juncture of affairs; nor I think does it admit of any doubt, that in order to guard against aggression, it is both wise and politic to be prepared; and therefore, my decided conviction is, that our naval peace establishment is too small, and leading foreign powers to *despise* its present force on distant stations, will more certainly involve the country in war, and of course in far greater expenditure, than the addition of a few frigates and sloops of-war, fitted out and despatched at the present moment.

I admit, my Lord, that the ministers and the cabinet *are* to regulate this scale, and the amount of this naval force; but it is *your* duty to represent the thing *to them*, as it really is: the officers and men of the British navy have, during the last twenty years, gained numberless and unprecedented victories in defence of their King and Country, whose honor, like the army, they have nobly upheld in every sea and in every clime; they have now resigned the honors and the glories of that service *into your hands* during peace. Let not then, I beseech you, these honors *wither in the dust*; let not the British flag lose *any* of its estimation, of its pre-eminence; let the world be made sensible, that in peace, as in war, Britannia rules the waves. I am no advocate for war—for unprovoked aggression; I ask only, that our naval supremacy be preserved; and I would respectfully remind you, my Lord, that *you* are its guardian, and that to you will England look for its preservation. I need, I believe, scarcely remark, that our naval rivals are now many, and that assuredly at *no* distant date we shall be called on seriously to maintain our rights, and long boasted dominion on the seas; when bereft of *that*, our best defence and surest bulwark will be removed, and the glory of this country will be shorn of its brightest beams.

I come now to make a few remarks on the interior arrangements, or rather on the prevailing system of management and discipline in our navy; and unquestionably this is also a subject of the most vital importance to the nation. The evils of impressment have been long, and justly, in my

opinion, a matter of reproach to our great and free country; and certainly that man, or that body of men, who shall devise and carry into effect any effectual plan for doing it away, and manning our navy by any less oppressive and cruel system, will deserve the highest honor, and the utmost gratitude from his country and from every British seaman. Much has already been written on this subject, and many judicious, and I hope convincing, arguments been submitted to the public, through the Naval Chronicle; and I know that many plans, which have never reached it, have been transmitted to your Lordship's Board, and to that of your predecessors in office; the anxiety of the country on this point is daily attaining a greater height, as it is matter of universal conviction, that except the repugnance of British seamen to enter the navy can be overcome, we must soon bid adieu to all hope of maintaining our ascendancy over other * powers: the late war of unprecedented duration and magnitude has given, I conceive, the death-blow to the system of impressment; and as some means less hurtful to the feelings, and to the fortunes of our seamen, must, in the opinion of naval men, be resorted to in future for manning our fleets, I think the sooner this momentous subject engages the serious attention and consideration of your Lordship, the better; it is not likely we shall again require the same number of seamen in time of war; and were they engaged for a limited service, as in the army, and their treatment on board made a little more palatable, by leave on shore, &c. and the introduction of a more lenient system of command, I have no doubt that our men of war would be much more ably manned; that the men would feel much greater attachment to their officers; and that by the establishment of such a system, and doing away the odious and hateful mode of impressment, the most beneficial consequences would result to the country and to the service, as well as to the whole race of invaluable British seamen. I cannot entertain any doubt that your Lordship and your honourable colleagues has every possible inclination to remedy every inconvenience, and do away every grievance yet existing in our naval system; it is during peace, that leisure for reflection is afforded, which should lead to the effecting improvements, and correcting those abuses which a long war has introduced, and which are now within the sphere of your Lordship's control. It is then for you to consider of, and to report on, the momentous question of impressment to the Cabinet; and having done so, you will have done your duty to your country, and to that honorable service over which you preside.

Next to an improvement in the mode of *manning* the ships, and in the abolition, as far as possible, of harsh and tyrannical treatment of the crews, by the introduction of a milder and more attaching system, I am well persuaded no new regulation would be found more productive of good consequences to the service, than the establishment of *one grand and universally prevailing system* of carrying on duty of every kind, regularly prepared and digested, either by your Lordship's Board, or a committee of naval officers appointed by it, and strictly enjoined to be used on board of *every* ship; by which means those numerous and dreadful vexations,

* I allude particularly to America, who will fight us with our own seamen.

harassments, and punishments, which too often overtake the best seamen when sent on board another ship, or have a new captain appointed to command them, with perhaps entirely different ideas from their former commander, would be completely avoided, and the welfare and happiness of the men thus far better secured and promoted than now. Nor, my Lord, is this the only good consequence, although assuredly it is one of no little importance; there is another, of equal value, which must result from such a plan being adopted; and I need only mention it, to carry conviction to the minds of every unprejudiced officer and man; it is this: by the adoption of a universal and prevailing system of internal regulation, management, and discipline, digested from the numerous orders and rules now in use, with the addition of others which are so obviously wanting, to make our marine code of laws and regulations complete; the whole *naval* machine would, like the *military* one, be put in motion, directed, and managed, with the same ease, convenience, and practical effect, as since the introduction of Dundas evolutions, and the truly excellent and approved system of *interior management*, framed and introduced under the auspices of the illustrious commander-in-chief of the army, has prevailed in the department over which he presides.

There cannot exist any doubt, my Lord, that the same consequences would result to the navy, from the establishment and introduction of a similar code of regulations for the interior management of every ship in it: then would every officer and man have to learn his duty *only once;* at present he finds, that on change of ship or captain he must learn *again;* and not only so, but *unlearn* what he knew and and practised before; and this, perhaps, contrary to the conviction of his own mind, and to that of every thorough-bred British seaman. Surely, my Lord, it must be unnecessary to insist farther on the decided and obvious advantage of carrying such an improvement (for that it would be such, is beyond a doubt) into immediate and full effect; and as it is with infinite pleasure I have to congratulate your Lordship, and to applaud what was done, and so well done, at the conclusion of the war, by your Honorable Board, in providing for the support and comfort of those British seamen who had spent their best years in their King and Country's service; so would I now be highly gratified to find that your attention was still alive, as heretofore, to those further improvements which it is agreed on all hands are necessary for rendering our naval arm more strong and vigorous, by making its system as complete and perfect as possible; to effect this, must, I am persuaded, be no less your Lordship's inclination, than it is your imperious and important duty.

A long course of constant and unremitting warfare, must render the tear and wear of our ships unavoidably great; and we now find they are much worn and decayed: it must no less have rendered our crews, towards its close, less able and efficient, than during the first years of the contest; and although our officers were better, the men were notoriously the contrary. So also has this long war made us sensible of many imperfections in the naval system, which a period of peace alone can allow to be effectually done away, and corrected. These things being so, I cannot doubt but your

Lordship feels and is fully aware of your great and important duties, of what you owe, and what the country expects at your hands; for England has ever considered (and wisely considered) that her best bulwarks are her Wooden Walls. Let not then *common* difficulties draw you aside from setting about and completing the great work of improvement in the department committed to your charge.

Let not the present discouraging aspect of affairs form any barrier, or prove any impediment to your plans or to your exertions; better times will yet dawn upon us, and he must be an unworthy minister, and a contemptible financier, who proposes, by an inadequate peace establishment, to save fifty or an hundred thousand pounds annually, at the risk of entailing war on the country, by the want of a proper naval force. It is manifestly your duty in time of peace to correct and amend, to improve and add to the *efficiency* of our marine, to the *comfort and happiness of our officers and seamen*: let this important truth, my Lord, have due weight on your mind; for until the service of the royal navy shall be *so* constituted, as to hold out inducements to our seamen, *the system never can be perfect*, nor the naval defence of this country considered beyond the power of any assailing foe. It is admitted on all hands, that the time for doing away impressment, and establishing a fixed and moderate system of command, comprising exact discipline, but free from tyrannical or oppressive treatment, is *now* arrived. Naval officers of every rank unite in bearing testimony to this great truth; and the time cannot, and I trust will not be far distant, which shall proclaim to the world, that such is also the conviction of the Board of Admiralty; and that in case of any new war, government are desirous of entering men for the navy, in the same manner as for the army; but every seaman to be given fully to understand, that he is expected to have served, or to serve, at least for seven years, in the royal navy; and every apprentice to be bound by act of Parliament to such service to his King and Country, whenever war breaks out: this is, I think, the easiest and the *best* plan, as suggested by Albion, whose observations, as well as Mr. Urquhart's, on this subject, have already been detailed in a preceding number of the Naval Chronicle. I would further beg to observe, that if any new regulations relative to prize-courts, &c. are wanted, it is of the utmost importance to attend to that subject, and to have the alterations and amendments made before the country is again involved in war; the complaints on this head were, during the last, heavy and frequent; and there can be no good reason, but the contrary, for withholding such boons, no less of policy than of justice.

My Lord, I have attempted merely to suggest, what I conceive would tend much to the *improvement*, *respectability*, and *efficiency* of the British Navy; it is for you to farther improve the navy, by rectifying and amending what is amiss in the present system; and by doing so, you will prove yourself the friend of British seamen, and the faithful and approved servant of your country.

Britannicus.

On Neglected Merit.

Instanced in the case of the Honorable and excellent WILLIAM CORNWALLIS,* G. C. of the Bath, &c. &c.

MR. EDITOR, *4th April*, 1817.

IN the estimation of every liberal-minded statesman, and the opinion of those who form their judgment by another standard than that of *mere good fortune*, the brave and persevering Cornwallis, that heroic veteran, and distinguished ornament of his profession, must be allowed, by his meritorious services in defence of his King and Country, *most amply* to have deserved every reward and every honor which a grateful country can bestow. From his earliest youth, until the death of the ever-to-be lamented William Pitt, has this great and experienced seaman devoted his life to the service of his country; and although it was not his good fortune to command in any general engagement, yet his brilliant services as captain, when commanding the British Lion and Canada, in Byron's and Rodney's actions in the West Indies, and especially on the 12th of April; and his judicious, firm, and decided talents for command, displayed so conspicuously, when he was met and attacked, on three different occasions, by squadrons *double* and *treble* his own force, have proved to demonstration, *what* might have been expected from such a man, if ever he had had an opportunity of giving battle to the fleets of the enemies of his country, on any thing like equal terms.

Although that glorious day to him and to his country *never* came, yet were the exertions of this great commander unwearied and persevering. When commanding the Channel fleet in the years 1800, 1, 3, 4, and 5, patient of toil, and regardless of the elements, indefatigable in the execution of his arduous trust, he scarcely ever, for many months, winter or summer, had his foot out of his ship. I assert with confidence, that he may be ranked with the conquerors even of St. Vincent and Trafalgar, and that in the comparison, he will not suffer; and though to his own feelings, and those of many of the companions of his *long, laborious,* and *mortifying service*, may be wanting those gratifications which have fallen to the lot of others, more fortunate, but not more determined, or more deserving: though no illuminations or *titles* reward his merits, while he lives, yet his meritorious services will still live in the grateful remembrance of all who know how to appreciate distinguished bravery, and unremitting toil and vigilance: the pages of history will hand down to posterity the name of *this first-rate Seaman*, who so long displayed the British flag, from day to day, on the coasts of France, at the very time their threats of invasion were keeping every mind and every arm on the alert to receive their attack on our own shores. It cannot be forgotten, that Sir William Cornwallis retired from the command of the Channel fleet in the beginning of 1806, when Mr. Fox succeeded to our lamented premier, Mr. Pitt; † whether the admiral did

* For portrait and memoir of Admiral Cornwallis, *vide* N. C. vol. vii. p. 1.

† Who duly appreciated our hero's character, and would have rewarded it, had he lived.

so, *of himself*, or to make room for Lord St. Vincent, I shall not pretend to say; but had the former been the case, in my humble opinion, he should not have been allowed to give up a command he had filled *so ably*, and discharged *so faithfully*, without reaping *some* reward for all his services, and having a title conferred on him; for which, *no man* ever served *more*, or with more *unwearied exertion*. I believe I speak correctly; when I assert, that the public, and every British seaman, expected *such* would be his reward; or at least that it would be offered to him. It is well known, that after Lord St. Vincent assumed the command of the Channel fleet, *he* hired a house at Plymouth, and lived comfortably a-shore most of the time.

It is not *yet too late*, I hope, *to mark* the services of Sir William Cornwallis *as* they deserve; a title he deserves; and although he has no issue, it might be made to descend to some of his young relations, and Englishmen would rejoice to see *honors* heaped upon *his* head: far advanced as this brave veteran now is in the journey of life, he ought not to be allowed to *depart*, without reaping the reward of valor, the meed of well-earned praise, *I* have sincere pleasure in bestowing, and I trust the present ministry will not deem *a Grand Cross enough* for such a man, so nobly born, and so highly bred, alike conspicuous, as a first-rate seaman, and a high-spirited and gallant officer. May the "*otium cum dignitate*" long continue to be his.

Albion.

Plan for Naval Promotion suggested.

Royal Naval Institution, 47, *Albemarle-street*,
6th July, 1817.

MR. EDITOR,

THE example of justice, candour, and liberality of the illustrious commander-in-chief of the army, in examining the claims, and promoting 22 majors, and 15 captains, who had "*been* OMITTED *in former recommendations for special services*," will, it is earnestly hoped, be a precedent speedily followed by the Admiralty, in promoting such commanders and lieutenants as are stated by "A Friend to Naval Merit," "to possess high characters and professional attainments, whose *former services* well entitled them to promotion, although they have been long and unjustly neglected;" several of whom, able officers, have had the double mortification of having the offer of their exertions rejected, as well as being passed over.

In such a measure, the merits of the navy would justify the Admiralty in acting with liberality as well as justice to the feelings of such neglected officers, as the private emolument would not be an object, the pay of a young post captain and a senior commander being the same, and the public expense is not worth notice, as it would be an ultimate saving.

In this arrangement, it is proposed to begin at the head of the lists of commanders and lieutenants, down to 150, dividing them into two classes.

1st. Those who had ever rendered *public service*, and who served during the last war, or had offered to serve, and were now in full possession of

their mental and physical powers, to be put on the *effective* list of post captains and commanders.

2dly. Those who had ever rendered public service, but not served during the last war, or applied for employment, or who were incapacitated to serve, to be placed on a *retired* list of post captains and commanders.

The sentiments of the illustrious Nelson on promotion, as declared to the writer, were, "If ever I should be at the head of the Admiralty, I would do away all private applications and favor in promotions, by having, independent of the Admiralty, a committee, of the most discriminating and impartial officers in the navy, to examine and decide upon all claims, and each claimant should be candidly answered as to his pretensions; and I would not promote any one except those whose claims were admitted by the committee."

On this exquisite principle, as you have justly remarked, that "Merit is always the best judge of Merit," it is submitted, that the officers in his Majesty's navy be authorized to *elect*, by ballot, from amongst themselves, a committee, who, upon oath, would, without favor or affection, prejudice or enmity, impartially investigate all claims transmitted by memorial, and decide upon them according to the testimony before them, without admitting any private or individual application whatever. The committee returning a *specific* answer to each claimant, under one of the following heads:—

1. That the claims are considered as entitling the candidate to promotion, and that he is entered in the register delivered to the Admiralty.

2. That the claims are in part admitted, but not sufficiently to entitle the candidate to promotion, without farther service.

3. That the claims are not considered as entitling the candidate to promotion.

All offers of service, or application for employment, to be entered in a register, and the appointments made successively by the Admiralty from the top of the list; but in event of an officer (not in bad health) declining an appointment, he is to be placed on the retired list.

By such arrangements, the errors and abuses which your correspondent complains of, from a swollen Navy List (of nearly three captains to one ship) which he attributes in great measure to the corrupt borough-jobbing system, and spirit of favoritism, by which able officers have been unduly excluded from service in their turn, and prematurely laid upon the shelf in the subordinate ranks, or doomed to hoist the yellow flag, to make room for better patronized juniors, would be effectually guarded against in future. However, as this is only a mere sketch, it may be improved upon by some of your intelligent correspondents; as their object appears to be, like my own, a desire to meliorate the condition of the Navy.

Precursor.

Reply to "Albion's" Charge against Merchant-Yard Builders.

MR. EDITOR. *Hitchin, Herts, July 13th,* 1817.

WITH the disposition which I feel to avoid any thing like controversy in my communications to your valuable work, I regret that I cannot refrain from offering a few observations on a letter of your correspondent "Albion," of the 8th of March; and I do it the more reluctantly, as the public was sufficiently annoyed by what passed between us on a former occasion. I should not have interfered even now, had any one else appeared likely to notice the letter of which I complain; but after waiting three or four months in that hope, and no one entering the lists to rescue from his obloquy a body of men who, in this age of general inquiry and scepticism, have escaped without any imputation upon their characters, I have undertaken the task (which I have no doubt I shall find an easy one) of defending them from the intemperate charge he has made against them.

To avoid prolixity, I will endeavour to enter at once upon that part of his letter which strikes me as so peculiarly offensive; and will abstain from any consideration of the momentous subject of the dry rot, until a future opportunity. The passage I allude to is as follows:—"I cannot help feeling mortified that the country should thus be on every occasion so grossly cheated and taken in by these merchant-yard builders." Now, Sir, I believe you will agree with me when I say, that it is usual to establish the truth of the premises, before one ventures to build conclusions on them; and that such general assertion and indiscriminate censure neither tends to the improvement of the service, nor to the conviction of the parties he accuses: he has thus afforded us another proof of the truth of the old saying, that men are usually loud in proportion to their injustice, and forces me to remark, that in this instance he complains without temper, because he complains without cause. What but a lack of argument could have brought forth so violent and severe a stigma, without one word of proof? for his statement, that many of our ships have not lasted the expected time, is no proof that the merchant builders have been guilty of "gross cheating;" for it will apply to the King's builders as well as them; and if government, with all their care and expense, could not resist the demon, why should we expect the other party to be able to controul him? Have there not been instances of decay as eminently rapid in ships built by the one party as by the other? and if not, why not have produced instances of the ages and services of ships built in the king's and merchant yards for some time back, shewing their comparative merits: had he, by so doing, proved his case, I would most gladly join him in his invectives, however severe; but as his brief now stands, he may depend upon it that the public, to whom he appeals as judge, will not act so partially as to condemn upon such ex parte evidence: let him also recollect, that by thus assuming to himself the censorial chair, without being called to it by a consciousness of superior information, he lays himself open to the scrutiny of that public; nor must he be surprised if they exercise their right with a severity of which he himself has set the example; nor must he complain, if a discerning world

should, upon the production of the evidence, more readily find "Albion" guilty of grossly calumniating, than the merchant builders of "grossly cheating."

Permit me, before I proceed further, to mention, that I wish not to be understood as asserting that the merchant yards have turned out ships more durable than the king's yards; but simply, that I think he is not warranted in using such unbecoming language, without giving better proofs of the truth of his charge; language that must tend to irritate, without carrying conviction with it, in which case only can it be pardoned. No doubt, Mr. Editor, we all equally regret the deplorable decay and short period of duration of our ships of war; but I think you will bear me out, when I say, that it *remains to be proved* that the cause arises from the employment of merchant yards. If, even with a partiality the most unbounded, the defective ones were all to be placed to the account of the private builders, I should still contend that it would be next to impossible to "grossly cheat" the public. The extreme vigilance with which they are looked after by government, must surely prevent any thing so flagrant; as, if I mistake not, and I shall be happy to be set right if I am wrong, the following precautions are used:—

1st. It is usual, when a ship is contracted for, to appoint two overseers, who are constantly on the premises, to inspect the fitness of the materials, to ascertain the prices paid to workmen, and in some cases even they have access to the books.

2dly. There is an assistant-surveyor, who attends twice a week.

3dly. There is the surveyor of the navy, who attends once a week.*

It must not be forgotten also, that the ship builders are six years out of seven upon bad terms with their workmen respecting their wages, so that the latter are not very likely to connive at any mal-practices of their masters; but would, on the contrary, gladly give information, if any tricks were played, if it was only out of spite to them; nor would the former run any risks of being at the mercy of so many, who view their prosperity too often with an evil eye.

I am as much as any man for the most free and ample discussion of all topics connected with the public welfare; but at the same time wish to see a strict regard shewn for the truth; and even when the truth is to be produced, some delicacy and discretion is necessary; but in this case, where a charge of so grave a nature, and so strongly and so offensively worded, is levelled at characters as respectable as any in the country, and is submitted to the public, it surely was to be expected that every thing should be scrupulously weighed, and most closely analysed, to the end, that neither by accident or design, any thing should creep in, either irregular or inconsistent: but the reverse of all this seems to have been the case; charges loosely framed, and most severely laid, have been advanced, without any thing like proof; and persons hitherto unimpeached, have been

* This applies to the port of London only, where the greater number of private yards have been employed.

cruelly assailed, and falsely traduced, on the mere ipse dixit of an anonymous writer. To heap thus on the heads of a few individuals such unmerited reprehension, when there exists strong doubts (to say the least) of their guilt, cannot be allowed: surely, it would have been sufficient to have impugned their capability, without arraigning the purity of their intentions.

"Albion" does not appear to me to have had the facts at hand, the giving of which to the public would have enabled them to form a correct judgment on this subject. If he replies that he had, I think it will require considerable dexterity to extricate him from a difficulty of his own creating; *without* the facts he had no right to give his opinion; and if he had been acquainted with the following one, what excuse can he plead for his philippic?

The circumstance to which I allude is, that the ships of which he more particularly complains, those built in 1814, have a tale attached to them that must completely exculpate the private yards from any charge of improper conduct: it seems that government, under the idea of providing against the threatened scarcity of timber, did, with laudable activity, *about* the years 1810-11, provide and collect a very considerable quantity from our North American colonies principally, I believe; and when the suddenness of the war and the new class of ships so imperiously necessary, called upon the country for an augmentation of our navy, the merchant yards were employed, and *furnished with this very timber*; so that superintended as they were, and the materials mostly found by government, how could there be a possibility of this "gross cheating;" or where could there be room for any thing like peculation? I even am disposed to think, that the fact of government supplying the timber, and attending so minutely to the application of it, nearly does away with the responsibility of the builders; and under such circumstances, he is answerable for very little beyond the workmanship, which it is the duty of the overseers and surveyors to see properly executed.

Allow me to add, that I think "Albion" would have been *nearer* the truth, if instead of his hasty and sweeping decision, he had attributed the evil to the rapidity of building, and in the using of timber *well known* to be of a bad quality. The same causes, if he looks back a few years, appear to have produced the same effects. In the year 1779, the combination of the maritime powers against England rather unexpectedly, caused us to use all our activity in creating a navy of sufficient magnitude to oppose them; the haste with which many of the ships were built, was followed, as in 1816-17, by premature decay, to such an extent, that Temple Luttrell, in March of that year, moved for a committee of the House of Commons, to inquire into the causes of such decay, &c. &c. I by no means would insinuate, that the short period that these ships were building is the *whole* secret of their miserable decay; but thinking it singular that there should be such a coincidence of circumstances between the years 1770 to 1779, and 1812 to 1814, I have intruded it here, hoping it may throw some light on a subject hitherto veiled in so much mystery.

I did not, Mr. Editor, when I began this letter, intend to proceed farther, than the proving that "Albion" acted unfairly and improperly in

condemning a body of men, and expecting the public to give credit to the justice of his sentence, *without* one word of evidence; but I think it will be as well if I mention the names of a *few* ships built by the different parties, that will probably be thought to contradict rather strongly his assumption. I am aware that ten may be mentioned for every one that I thus give; but as it is no easy task to get at an official list, giving the required information, I must content myself by recording those that immediately occur to me; such as the Queen Charlotte, St. Domingo, Blake, Bombay, and Crescent, built I believe by government. I wish to be informed where the four latter are, and in what state; and also in what plight was the Queen Charlotte when she arrived at Plymouth, after her first passage down Channel. Let me next request of "Albion" to inform me who built the following ships: the Argo, Fox, Arethusa, Ulysses, Diadem, Dædalus, Phæton, Dictator, Ganges, Carnatic, and Trusty; most of these ships will be found to have done good service; and one of them in particular, that was launched in 1783, was to my knowledge, in 1804, remarkable for her soundness, having scarcely a decayed timber in her. Oppose these ships to the king's-built Queen Charlotte, and others, and every liberal man will allow that "Albion's" censure is immoderate, and his imputation unfounded: perhaps it may be replied, that his attack was upon the *Fir Frigates*, and therefore it is not fair to introduce those built of oak; but he cannot avail himself of this subterfuge, as he took especial care to make his indictment as sweeping as his sentence is severe, by using the words "on *every* occasion;" and even as to the fir frigates I must resist the charge (as I have before stated), from the circumstance of government having provided the timber, which I have been informed by men competent, undeniably so, to judge of such matters, that some of this timber was in such a defective state, that many persons foretold at the time they could not last more than three or four years, and the event proved the truth of their prediction.

Viewing the business in this light, Mr. Editor, I cannot refrain from saying, that I consider this charge as peculiarly cruel, being given with such a confident, careless air, as if all proof was unnecessary, and as if it was a fact completely established: by thus jumping hastily to a conclusion, without condescending to give any thing like proof or evidence, where is the character that may not be calumniated, or what the measure that may not be vilified and distorted, to any shape the accusing party may choose? Nay, I do not hesitate to say further, that the man who, from a fortuitous concurrence of circumstances, or from the commission of positive guilt, is brought to the bar, is in a preferable situation, considering the strict examination of evidence, the explanations of counsel, and the summing up of an impartial judge, to the unfortunate individuals who have been thus without evidence, arraigned, tried, and convicted of direct fraud, and sentenced in one fulminating decree to the execration of a too often credulous world.

Give me leave, Sir, if it will not be trespassing too much upon your patience, to add a list of a *few* ships built at private yards, by way of *proving* that the country has not, "on every occasion," been "grossly cheated" by "these merchant-yard builders."

Hector	Repulse	Astrea	Mediator
Vigilant	Assurance	Ceres	Culloden
Centurion	Cleopatra	Quebec	Defiance
Vengeance	Iphigenia	Success	Powerful
Sultan	Juno	Irresistible	Thunderer
Jupiter	Orpheus	Crown	Tremendous
Adamant	Africa	Serapis	Europa
Acteon	Agamemnon	Thetis	Charon
Fortitude	Sceptre	Perseverance	And
Belliqueux	Latona	Thalia	Gladiator.
Inflexible	Andromache	Syren	

Having now proved, even to demonstration, that "Albion" has been grossly misinformed, I will take my leave; and perhaps you will allow me to plead, as some excuse for the length of this letter, that feeling as I did, I could not permit such an assertion to pass unanswered, as it would appear like a proof of its truth, and a tacit acknowledgment of the guilt of the party accused: respect for the Naval Chronicle had also some influence with me; as it is, beyond dispute, a work, of information, entertainment, and reference; its pages would have been sullied, by containing a paragraph uncontradicted, so likely lo lead the inquirer astray, upon a subject which I trust we are all feelingly alive too; *viz.* the premature decay of our men of war.

I remain your's, &c.

J. C.

Observations on the Naval Asylum.

MR. EDITOR, London, *July* 1*st*, 1817.

YOUR attention to my former letter, on the subject of "Pensions to Naval Officers' Widows," induces me to submit my proposed hints on the Royal Naval Asylum at Greenwich. Whoever, attentively, considers the remuneration allotted to the services not only of lieutenants and other subordinate officers, but to captains and commanders also, must perceive the impossibility of pecuniary circumstances permitting those officers to educate their children as would be desirable, in order to qualify them for genteel occupations. I mean not to reflect on the smallness of their half-pay, though even in its improved state it is little better than licensed starvation, to meet the demands of a family; yet, in the aggregate, it most likely presents as large a sum as the finances of the country will bear. While much and due regard is shewn to the education of the most inferior ranks employed in the various pursuits attached to the mechanic arts, to trade, and to the agricultural part of the community; while national schools for the *humble* indigent croud every county in Britain, surely some superior consideration is due to the feelings of those brave men, whose large families, and narrow fortunes, are at once the source of their happiness and their regrets. It must be granted, that the Naval College at Portsmouth receives a limited number of captains' sons; but money and interest are

both requisite, consequently that institution cannot be called a general benefit. Now who can look at so expensive an establishment as the Naval Asylum, and not wish it were differently appropriated? A very enormous expense is incurred; a superb building filled, *not* by children of naval officers, but by an inconsiderable number of those whose fathers were private seamen or marines, and a host of those who possess about as much claim on a *naval* institution, as the porter at the Admiralty door has to be created Lord Chief Justice! Far be it from any benevolent mind to discourage all proper regard being shewn to the orphans of the humblest classes: but the Naval Asylum is, most assuredly, *not* the kind of institution to meet the purpose humanity would dictate, and philanthropy recommend. An establishment conducted on an humble scale, economy the guide, strict morality the preceptor, diligence and frugality the principals, would afford more real advantages to *treble* the number of poor children, than are now deduced from the Asylum in question! A still stronger argument may be drawn from the mere suggestion of the admirable effects that would result, were the expenses of that institution applied to the foundation and formation of an Asylum for the Orphans of Captains and Ward-room Officers. Pensions now paid to those subjects from the Compassionate Fund, would thereby be turned to infinitely better account; and those females among them, whose ages and qualifications fit them for teachers, would undoubtedly be very glad to contribute a portion of their time to the instruction of the juniors, for the same advantages as those women receive who are now appointed as matrons, &c. in the Naval Asylum. Little need be said to prove the utility of such an amended scheme for the benefit of that part of the community holding so powerful a claim on every British heart. With all due deference to the Royal Duke who is President of the Naval Asylum, it must be concluded that his Royal Highness's attention is not turned to the preposterous nature of the institution, nor to its absurd arrangements; the voice of the President being only required in the nomination of some of the principal sinecurists, with which the establishment abounds. I forbear to extend my hints, nor do I presume to shape a prospectus of what might be accomplished, from a wise and proper distribution of smaller funds than are consumed in the Asylum spoken of; for, without being very sanguine, I may reasonably hope to see this subject followed up by stronger arguments, and more persuasive animadversions, than have been, hitherto, offered by

Your very obedient servant,

Clericus.

TO THE RIGHT HON. LORD VISCOUNT MELVILLE,

FIRST LORD COMMISSIONER OF THE ADMIRALTY, &C.

On the Protection of the British Trade and Shipping.

MY LORD,

AS a British merchant and ship-owner, I presume to address your Lordship, on a subject in which the trade and prosperity of this country is *deeply* involved, and to which your Lordship, filling the *high* and *responsible* situation of First Lord of the Admiralty, must, I conceive, have turned your attention; although the nation has to regret, that whatever degree of attention *may have been* bestowed on it, it has not led hitherto to any step being adopted *worthy of England*, or her *maritime greatness*, now, in my opinion, fast hastening to decay.

My Lord, I now address you on the subject of *the capture, detention*, and *robbery* of British ships, and British property on board of those ships, by the Portuguese, on the coast of Brazil; and I ask, how are the British merchants and ship-owners to recover their property? I ask your Lordship, if any step has yet been taken on the part of the British Government (although it is six weeks since the accounts of the insurrection at the Brazils reached this country); and although the great number of British ships either laying there, or on their passage, must have been known to government. My Lord, I shall detail to you in a few words an instance of the sort of proceedings now going on at the Brazils, and, I doubt not, also along the southern continent of America: "The brig Venus, Lawson, master, sailed for Pernambuco with a cargo of British goods, shipped in the Thames by London merchants, who freighted the ship; on her arrival at her port, she was boarded by two Portuguese cruisers, who took out *eight* of the crew, put an equal number of Portuguese on board, and sent her for St. Salvador, where the cargo would be condemned, and the Consul was using all his exertions to get the vessel liberated."

Such, my Lord, is one of the various instances that will, I doubt not, be submitted to your Lordship's consideration, as head of the Admiralty; and if any thing *stronger* is required, to prove the *degradation* of the hitherto victorious British flag, or the *gross abandonment* of our rights as a maritime nation, *our tameness* in bearing every sort of insult from these *good* and *faithful allies* of ours, the *Portuguese* and *Spaniards*, I am quite satisfied there will be no want of even stronger cases than that of the Venus, as the number of British ships trading to the Brazils and South America is very considerable, and the value of their cargoes immense. My Lord, it may not perhaps be *your* province to take the *least* notice of these degrading and humiliating events, until the Cabinet *directs* you: my ideas, however, of the duties of a First Lord, I must say, are *different*; he ought to give his *whole time and attention* to what relates or concerns the maritime interests of Britain; and if he has any weight in the Cabinet (and he ought to have it, to be an efficient servant of the nation), he ought to state his opinions, and to make the maritime concerns of his country *a Cabinet question, as often* as he finds it necessary. There are none, my Lord, but

the Government and the Admiralty, who do not consider *our* naval peace establishment as most pitiful, and completely inefficient. In what quarter of the globe, my Lord, has not our flag been *insulted*, our ships *captured*, *detained*, and *plundered*? Yet, in spite of all this, it is wonderful to say, that even up to this hour, Government has not despatched a *single frigate* to South America, nor taken any efficient measure to obtain redress to our injured merchants and ship-owners, whose property has been so shamefully captured, and whose fortunes may, in consequence, suffer beyond the power of redemption. If, my Lord, you have any ambition, or any *interest*, in seeing that the maritime supremacy of your country is upheld, it behoves you, as our present naval guardian, to take instant measures to relieve and protect our suffering merchants and ship-owners, whose prospects were *dark* and *gloomy* enough, from the pressure of the times, without this aggravation. At present, every one feels how miserably low has fallen the naval star of Britain: we dare, it seems, do nothing, although our ships are taken under our very noses. We are, indeed, become an impoverished nation, by fighting the battles of *those* who now *insult* and *maltreat* us. My Lord, to enter farther into the subject would be useless; every Englishman will feel himself degraded, if such proceedings are endured, unchecked and unregarded by the Government; which indeed seems now regardless of all that does not immediately effect the internal peace of the country.

I am, your Lordship's obedient humble servant,

A British Ship-Owner.

ADMIRAL BYNG.

We have been favored with the following letter, from a quarter which places its authenticity beyond a doubt:—

VOLTAIRE TO ADMIRAL BYNG.

SIR, *Aux delices pres de Geneve, 2d Janvier 1757, N.S.*

Though I am almost unknown to you, I think it is my duty to send you the copy of the letter which I have just received from the Marshal Duke of Richlieu. Honour, humanity, and equity, order me to convey it into your hands; this noble and unexpected testimony from one of the most candid, as the most generous of my countrymen, makes me presume your judges will do you the same justice.

I am, with respect,

Your most humble obedient servant,

Voltaire.

Copie de la Lettre de Monsieur Le Marechal Duc de RICHELIEU, *a Monsieur de* VOLTAIRE, *ancien Gentilhomme de la Chambre du Roi a Paris, le 26 Decembre,* 1756.

"Le sort de L'Amiral Bing me fait grand pitié. Je vous assure que tout ce que j'ai vu, et sçu de lue, ne devait tourner qu'a sa gloire; elle ne doit point etre attaquée quand on a eté battu, apres avoir fait tout ce qu'on pouvoit attendre. Il faut bien que quand deux honnetes gens se battent, il y an ait un qui eu du desavantage, sans que celle puisse lui faire tort; toutes les manœuvres de l'Amiral Bing on eté admirable, au dire naturel de tous nos marins; les forces etaient au moins egales, puis que les Anglais avaient treize Vaisseaux, et que nous en avions douze, avec des equipages plus nombreux et plus fraix. Le hazard qui preside a tous les combats et sur tout a ceux de mer, nous fut plus favorable en envoyant plus de nos boulets dans les manœuvres des Anglais, et il me semble qu'l est generalement reconnu, que si les Anglais s'etaient obstines, leur flotte auroit eté perdue; de sorte qu'il n'y a jamais eu d'injustice plus criante que celle qu'on voudrait faire a L'Amiral Bing, et tout homme d'honneur et tout militaire sur tout doit s'y interesser."

J'ay receu la lettre originale de Mons. Le Marechal Duc de Richelieu, le 1 Janvier, 1757, en foy de quoy j'ay signé

Aux delices pres de Geneve, 3e Janvier, 1757. *Voltaire.*

[TRANSLATION.]

"The fate of Admiral Byng has excited in me much concern. I assure you, all that I have seen, and know of him, does him honour; the character of an officer ought not to be impeached, although he may have been beaten, when all has been done to prevent it that could be expected. When two brave men fight, it generally happens that one of them fights under some unavoidable disadvantage: all the manœuvres of Admiral Byng were admirable; or, to speak candidly on both sides, the forces were about equal—the English had thirteen ships, and we had twelve, but with crews more fresh and more numerous. Chance, which presides over all battles, and especially naval ones, was more favorable to us, in enabling us to pour in a greater number of shot; and I believe it is generally acknowledged, that if the English had been obstinate in maintaining the action, they would have lost their fleet; so that the impeachment of Admiral Byng's conduct in this affair is an act of unparalleled injustice, and it behoves every military man, and every man of honour, to come forward in his behalf."

I received the original letter of M. Le Marechal Duc de Richelieu, the 1st of January, 1757, in testimony of which, I have signed

Voltaire.

OFFICIAL LETTERS OF JAMES DUKE OF YORK,

LORD HIGH ADMIRAL IN THE REIGN OF CHARLES II.

[Continued from vol. xxxvii. page 488.]

GENTLEMEN, *Whitehall, February 10th, 1663.*

I APPROVE of what you have already done concerning the settlement of the guard of his Majesty's Soveraign, signified to me by your letter of the 4th of this month; and also of what you propose therein for an extraordinary allowance of necessary monies, and an increase of wages to the officers; and do desire you will issue your orders for making the said allowances accordingly.

I am, your affectionate friend,

To the principal Officers, &c. *James.*

GENTLEMEN, *St. James's, October 3d, 1664.*

In regard inconveniences do many times happen for want of some distinction to be made of such vessels as are employed by the victuallers of his Majesty's navy; I therefore desire you will give orders for the empowering of such vessels as shall be employed by the victualler, for the carrying of provisions for his Majesty's navy, to wear jacks, of such dimensions as you shall judge fitting. I am, your affectionate friend,

To the principal Officers, &c. *James.*

GENTLEMEN, *St. James's, October 12, 1664.*

Whereas you have represented unto me, that in regard the masters attendant of his Majesty's yard at Chatham are at an extraordinary expense in being obliged to reside on board of his Majesty's ship the Soveraign, they may well deserve an allowance of twenty pounds per annum for the service; I think fit to approve thereof, and to direct that you make an allowance unto the master's attendant that shall reside on board the Soveraign, proportionably after the rate of twenty pounds per annum; and for the time of his residence there.

I am, your affectionate friend,

To the principal Officers, &c. *James.*

MY LORD DUKE OF ALBEMARLE, *Royal Charles, April 20, 1665.**

It is probable this may be the last I shall write you from this coast, since we are now preparing to sail to-morrow morning; in which we make the more haste, because upon a serious consideration of the condition of the

* This year began the second Dutch war.

fleet, and what we may expect from the victualler, it is judged by the council of war, that the fleet will every day grow into a worse condition, though they should stay for his supplies: for after all this time of preparation, and the large promises he hath given, that nothing should be wanting, by the paper delivered in to Sir George Carterett, by his agent, Thomas Lewis, and by Sir George Carterett sent to me, it appears that on the 15th instant there was shipped on board 97 tuns, 2 hogsheads, of beer; that there would be that day laden more than 100 tuns, and a hope given (with some dubious terms, as when it could be shipped off, &c.), but no certain time assigned, of 330 tons more, being the utmost we are to hope for. It was farther added (to which Mr. Gauden's own discourse here did agree), that there might be farther expected weekly to be brewed in London 500 tons, if the weather were not too hot; besides supplies from Dover, Portsmouth, and Harwich. As to the out-ports, besides the uncertainty of their arrival for interception by enemies, we have already too much experience of their despatch; and indeed of the victuallers' promises, whether the defect be in want of casks, or a resolution in the victualler to employ only some few brewers, I cannot say; but certain it is, that there hath been no despatch given in the matter of beer in any of them; some of those ships sent into Harwich from the Straights, not having fourteen days' beer in them at this time, as I am informed, and some no water-cask at all. As for Dover and Portsmouth, from whence Mr. Gauden gave great hopes of supply, I find it to be wholly fallacious, none coming from Portsmouth with the Anns, as was promised; and having sent for the Dragon from the Downs, I ordered her commander to send her to Dover, to let the victualler's agent know, that if he had any victuals to send, he would convoy them. Captain Lloyd, by his letter of the 18th, writes word, that he had sent to the victualler at Dover, and that he had for answer, that there will be no provision ready to be shipped there in ten days; so that by this it appears, the only hopes are from London, and that from thence (even by the victuallers' promise) we are to expect but 500 tons a week: what reason there is why London may not furnish as well 5000 as 500, is not apparent to the commanders here; but by the discourse with Mr. Gauden, they judge it clear, that it is not safe for the King to rely wholly upon him. And this I was desired by the council of war to represent to the King, which I desire you to do; you will easily judge the business to be very important and very pressing, when you consider, that having only a promise of 500 tons weekly, and that under a condition of cold weather in summer, the expense of the fleet is more than 700 tons weekly, so that if we stayed perpetually in harbour, and received his supply promised, we, who have not now above one month, or five weeks at the most (as is judged by the council of war), shall decrease weekly 200 tons. So that relying on Mr. Gauden, it seems impossible for this fleet ever to keep or take the sea after this time; and were not the desire of the commanders to do some service very great, I believe they would not advise the going to sea with so slender a provision of beer, it being little more than the King's ships usually reserve to bring them into port: that the want of it must necessitate the fleet to leave the sea perhaps at the time when more service may be ex-

pected, is evident, especially when the season of the year, and the possibility of the coming home of the East India and Smyrna fleets are considered; and though they should not come, it is certain, that when the victuals of the King's ships is expended, the Dutch may go where, and do what they please, to the great disreputation of his Majesty's affairs both at home and abroad. This being so plain a consequence of the present state of the fleet, the commanders have not been able to represent any other remedy for it than this, that if there may not immediately be an infallible supply of beer by some other hand, which may be relied on, there may forthwith be a considerable quantity of wine sent from London or Dover (where I hear there are lately prizes of wine brought in), sufficient to complete our beer to our dry provisions. And if this expedient shall be thought fit, I earnestly desire, whatever the expense be, that the wine may be good, and not (as hath been the practice for beverage wines) vinegar, whereby the men will infallibly be cast into distempers; and in the next place, that it may not be mixed on shore, but sent in pure wine on board, because possibly the men may be contented with a less quantity of drink, and thereby stowage saved, if it may be allowed them stronger; or perhaps it will be judged best to give them by itself, and the water by itself. This expedient will, doubtless, be chargeable to the King; but when the consequence of the other is weighed, I believe it will be thought fit to prevent it by any expense whatsoever, because it is what renders useless and dishonorable all the expenses the King hath been at. The next thing concerning provisions is, to desire that all provisions may be sent in such vessels as may be able to follow us, and ride with us in the sea; but that till farther order, they all go into Harwich, and there remain ready, upon the first notice, to sail where they shall be ordered: and if any come thither after our departure, in vessels unfit for that purpose, others may be provided at Harwich, and the provisions shipped in them, the same to be for the stores from the Tower, and all other stores whatsoever for the fleet. I shall not need to repeat to you any desires formerly made for any supplies to us, being secure; what is in your hands will not be neglected. I shall now return you an answer to some particulars in your letters, not yet replied to. In the first place, concerning the embargo: I have consulted the flag officers, who are universally of opinion against the taking of it off: first, they conceive, that it will not only prevent getting more men, but be a means of losing those we have, when ships shall, for refitting or cleaning, be sent into port; whereas the embargo continuing, those who return from merchant-voyages, must come to the King's service when their money is spent, and no opportunity of serving in merchant ships. In the next place, they conceive, that when trade is abroad, there will be a necessity of convoy to protect it, which will distract the King's force, and hazard receiving affronts frequently, since it will be easier for the enemy to know where to send to watch our trade, than for us to know what force they have sent, so timely as to prevent them: and in this there is the more danger of being oppressed, because convoyers cannot provide for themselves as frigates without a convoy may, when the enemy is more powerful. Lastly, they observe, the Dutch, to whom trade hath always been thought more

necessary than to us, are sensible of these disadvantages, and therefore have forbid trade.

As to the punishing that person at Gravesend, who bought powder, I have consulted the commanders, who find no power to punish any thing done on shore, or by any not in the King's pay; if he who sold it could be found, the court martial could punish him, but not the receiver on shore.

As to the building and hireing more ships, regarding only the prosecuting the war, it were very desirable that both went on; but since I perceive the King (upon other considerations, which I cannot so well judge of) is of another opinion, I shall acquiesce in what he pleaseth to order in it, and shall endeavour to make these I have as useful to his Majesty's service as I can. I cannot conclude this letter till I have acquainted you with a business which hath happened at Langerfort, the relation of which I received from Captain Lambert, who was no otherwise concerned, than by the hazard he run, being only a passenger, and therefore could be no way concerned to justify any miscarriages of the master of the ketch attending on this ship; who coming out of Harwich, and passing by the fort, the fort shot a gun before her four foot, at which the ketch lowered her topsail, and hauled up her boat to send on shore, and there was already one man in the boat, when the fort shot another shot into her, killed one man, wounded another, since dead, and took away part of the master's thigh, so that he is in danger also. I will not add any other circumstances, which render the officer there blameable in this matter; but leave it to be examined by those methods you shall judge fit. As to the number of landmen to be kept either in the Guards, or my own regiment, I leave it wholly to your dispose; only desiring regard may be had to recruiting the fleet, in case of sickness or fight. I am, your affectionate friend,

James.

MY LORD DUKE OF ALBEMARLE, *March 22d*, $166\frac{4}{5}$.

Having formerly, by the King's approbation, desired you to take the care of giving all necessary orders for the affairs of the navy, during my absence, in the same manner as I ought to do, if present, I should not now need to repeat it to you, were it not to acquaint you, that I have not only by word of mouth, but also by writing, given the principal officers and commanders of his Majesty's navy, directions to execute all your commands. I desire you, if you find any commanders, or other officers, negligent in the despatch expected from them of his Majesty's service, not to be sparing in using our authority for their punishment; whether by displacing them, or such other way as you shall judge fit. I have commanded my secretary to leave with you all such things as may be necessary for your information; if any thing be wanting, upon the least intimation, it shall be supplied: so bidding you heartily farewell,

I am, your affectionate friend,

James.

GENTLEMEN, *St. James's, March 22d, 166⅘.*

Before I leave London, I have thought fit to remind you of some things, which I judge of especial concernment to the King's service in the present posture of affairs: and in the first place, I desire you to take care, that the victualler be from time to time, and especially now at the first setting forth of the fleet, quickened in the despatch of victuals to the several ships; and that there be always in readiness, ships and vessels for the transportation of those and all other stores. In the next place, I shall recommend to your care the providing great quantities of canvas, masts, hemp, tar, cordage, anchors, &c. Of all which, it is easy to conclude the expense must be very great during a war, and as easy how dangerous the want of them may be; and therefore shall not need to use arguments to induce your care in those things, especially since you cannot be insensible how much it will reflect upon your office in general, if all care be not taken in it.

As to cordage, I shall only add this consideration, that having found by experience, that it hath been the work of almost a year, with your utmost endeavours, to work out in his Majesty's rope-yards sufficient (with the store you had, and a considerable quantity bought) to rig the navy; if any sudden service shall happen, it will not be possible for the King's yards to furnish the necessary supplies; and therefore the consequence will be plain, that no helps, either of foreign cordage, or the working in private yards in England, ought to be neglected. As a thing conducing to the saving masts, and durableness of the cordage, I recommend to your care the erecting of stores for the standing rigging; it is a thing easy done, of small expense, and granted by most, and even by yourselves, to be of very good use.

There is one thing more which hath been already determined to be done; but lest much other business should make you lose the summer for the execution of it, having thought fit to remind you of making the mast-dock, designed over-aginst Blackwall; the use of which hath been sufficiently recommended to me by yourselves, as I now recommend to you the bringing it to perfection.

For the general despatch of all business, I recommend it to you, that at this time, as no pains, so no expense to be spared, which may be necessary to the despatch of business; if it please God to give victory to the King's fleets, all these extraordinaries will be fully paid; and on the other hand, if opportunities should be lost by thrift, the King's treasure would not find itself increased by such good husbundry; and therefore I must again recommend to you, to do your utmost for giving despatch upon all occasions; for which, if you are not sufficiently provided with instruments, I desire you to provide more, whether clerks at the office, or agents, or other instruments abroad; their allowances will hold no proportion with the consequences of the good or ill performance of the service: and having this liberty given you, you will judge yourselves inexcusable, if any thing fail on your parts.

There remains one thing to be recommended to you, which may much conduce to the King's service, by the satisfaction it may probably give to the minds of the seamen, which is the settling to public satisfaction the business of the Chest, and taking care that those accounts be truly stated,

and the arrears brought from any hands in which they lie. You are not ignorant, that some attempts have been made for doing this work, by a commission out of the Chancery, which hath hitherto been ineffectual. I hope your endeavours may have better success; I am sure it is more desirable (because more honorable to the navy), that it should be rectified by yourselves, than by any other way; and at this time the doing of it would be matter of use as well as reputation.

After having said thus much to you, it remains only, that I again recommend to you the redoubling your care and diligence in this season, when the honour of the King, and the welfare of this nation, depends so much upon you; which though they are the most weighty considerations imaginable, and therefore nothing can be supposed to add to them, yet I promise myself so much from your affection to myself, that your diligence will not be lessened, by the consideration of my being entrusted by his Majesty with the conduct of his fleet abroad. Upon all these grounds, relying upon your utmost care herein, I bid you heartily farewell.

I am, your affectionate friend,

James.

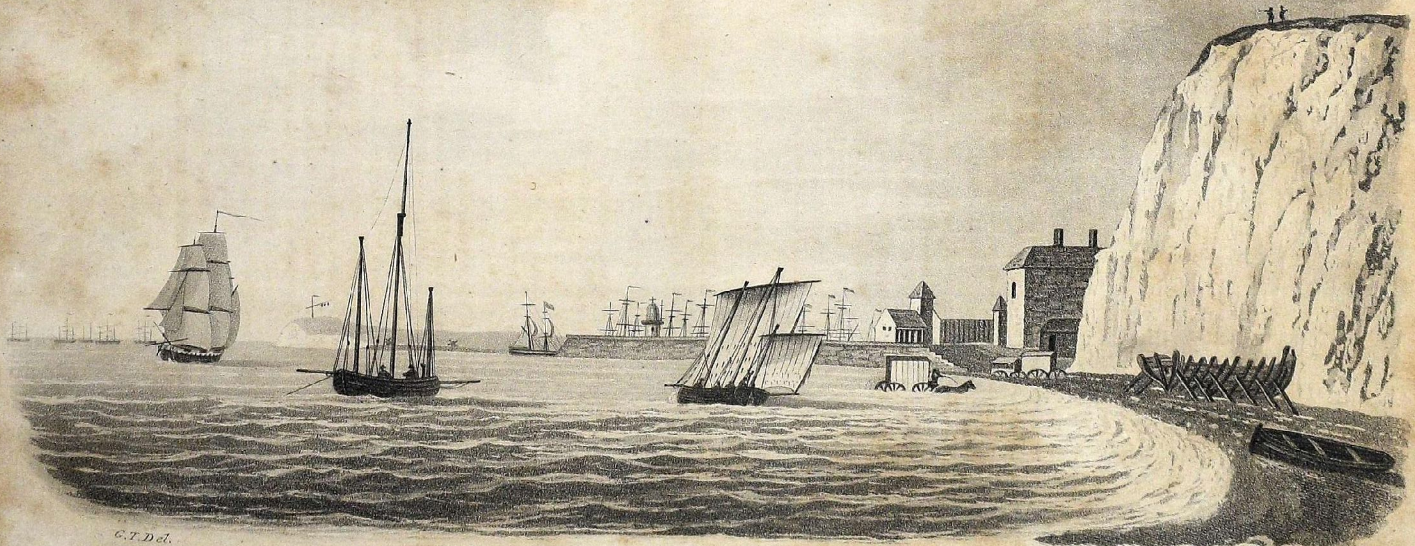
[To be continued.]

PLATE CCCCLXXXIX.

Ramsgate Pier, Deal, and the Downs.

THE annexed plate will present to most of our readers a familiar scene, to which thousands annually resort for health and pleasure, and are rarely disappointed. So far as the small scale to which we are confined will admit of representation, we trust it will be found correct; and for a verbal description of it, and the parts adjacent, we shall extract the following from PHILLIPS's *Guide*:—

"Ramsgate, a hamlet belonging to the parish of St. Lawrence, is situated about five miles to the south of Margate, in a valley opening to the south-east, and commands a delightful prospect of the British Channel. Anciently it was a poor fishing town, containing a few mean houses; but about somewhat more than a century ago, its inhabitants participating largely in the trade to Russia and the east country, it began to emerge from its original insignificance; and since it became known and frequented as a bathing-place, the old houses have not only been improved, but many new and handsome buildings have been erected, particularly in Albion-place, Church-place, Prospect-row, and on Sion-hill. In short, a spacious new street, and many large and elegant detached edifices, have sprung up here within a few years, for the accommodation of summer visitors. But though it may be considered as the rival of Margate, and certainly is filled with very respectable and even more select company, it is never likely to supplant



G.T. Del. J. Bailey Sc.

Pub. July 31. 1817, by Joyce Gold, Naval Chronicle Office, 103, Shoe Lane, London.

PL. CCCCLXXXIX.

Ramsgate Pier, Deal, & the Downs.

that favourite place; especially as the point of land between them is sometimes weathered with difficulty, and, in consequence, three-fourths of the people who visit Margate, coming by the hoy, they are induced to stop where the voyage ends. It should be noticed, however, that Ramsgate has its hoy as well as Margate; but it is much less crowded with *live stock*; and the place itself wants many of those attractions which draw the young and the gay to its neighbour.

"Ramsgate lies within the liberty of the Cinque Ports, being an ancient appendage to Sandwich, the mayor of which appoints his deputy or constable here.

"The pier of Ramsgate is one of the most magnificent structures in the kingdom, and the greatest beauty of the place. It is built of Portland and Purbeck stone, at the expense of some hundred thousand pounds.

"This great work was begun in 1749; it extends about 800 feet into the sea before it forms an angle, and is twenty-six feet broad at the top, including the parapet The south-front is a polygon, its angles five on a side, each 450 feet, with octagons of sixty feet at the ends, and the entrance of 200 feet. The harbour contains an area of forty-six acres, which, after this great work was finished according to the first design, becoming choaked up with mud, for want of a back water, the celebrated engineer, Mr. Smeaton, was called in, who, by erecting a cross wall in the uppermost part of the harbour, filled with sluices, and extending the Pier 400 feet from the extremity of the last head, effected all that was wanted, and facilitated the entrance of ships in hard gales of wind; for whose reception and safety on this exposed coast the whole was originally undertaken.

"A dry dock has also been formed, and store-houses erected for every necessary purpose.

"In addition to these improvements, within the last ten years, a new stone light-house has been built on the west head, furnished with Argand lamps and reflectors, a handsome house for the harbour-master, a watch-house, and other appropriate appendages to this immense national work: and, it is said, that the trustees have it farther in contemplation to form a spacious wet-dock.

"This harbour, though originally intended for ships of 300 tons burden and under, has been so much improved, that it is now capable of receiving vessels of 4 and even 500 tons. During a dreadful gale in 1791, upwards of 130 sail took shelter here; and since that time 300 ships at once have sought this asylum.

"When we have mentioned the vast length and breadth of the Pier, it is almost unnecessary to observe, that it forms the favorite walk for company; and certainly none can be more delightful, or more salubrious. It commands views of the Downs, the coast of France, the towns of Deal and Sandwich, and many of the hills and fertile vallies of East Kent, while the sea-breezes can be equally enjoyed here, as if a person were floating on the bosom of the deep.

"The bathing-place lies in front of a long line of high chalky rocks at the back of the Pier, and is composed of a reddish sand, soft and pleasant

to the feet. Machines ply here in the same manner as at Margate, though they are not so numerous. The rooms for the accommodation of bathers are commodious; and Dyason, of the Bath-house, has erected four warm salt-water baths, also a plunging and shower-bath, to which are attached convenient waiting and dressing-rooms. This ingenious and useful erection deserves every encouragement."

The town of Deal is supposed to be the Dola of Nennius; it lies between Dover and Sandwich, and is situated on a flat and level coast. Dr. Halley has proved, in the third volume of Miscellanea Curiosa, that Julius Cæsar landed at this place, August 26th, in the 55th year preceding the Birth of Christ.

This town is the principal place on the Downs, our well-known road for ships, extending along the Eastern Coast of the County of Kent, from Dover to the North Foreland, the rendezvous of our shipping homeward and outward-bound, and for squadrons of men of war in war time.

SHIPWRECK.

LOSS OF THE FRANCES CHARLOTTE TRANSPORT.

IT is our duty to record meritorious actions; and we have great pleasure in selecting from the Calcutta Papers the following highly flattering testimony, borne by Government and individuals in India, to the gallant and humane conduct of Captain Weathrall, commanding the Blucher, who on her voyage from China to Bengal, saved from impending destruction, near 400 men of H. M. 78th regiment, including women and children, who were cast away on the Preparis, an uninhabited island, on the 5th of November, 1816. Eighty-four soldiers being left on a barren rock, on which the ship struck, nearly overflowed at high tide, were without fresh water or provisions of any kind, for four days, and all in the greatest distress and debility, from fatigue and fasting.

It appears that the Frances Charlotte transport, on which the regiment embarked at Yarva, was wrecked on her passage to Bengal, on the night of the 5th November, and went down too suddenly to admit of their saving provisions or necessaries of any kind; and but for the fortunate circumstance of Captain Weathrall falling in with a part of the wreck recently broke off, which induced him to search the islands, to give succour to those who might have escaped, all of those on the rock must have perished, and most of the women and children who had got to the island, on which no subsistence was to be found.

A severe gale of wind, by which Captain Weathrall was nearly wrecked himself on the same rocks, and the loss of his foremast and boats, prevented

his taking the whole of the sufferers on board; but he fortunately landed a small quantity of rice on the first day, and had succeeded, with great difficulty and exertions, through a heavy surf, in getting on board all the women and children, amounting to above 50, and 278 men of the regiment, and many native followers and seamen, before the gale commenced; and, subsequently, from the prompt measures of the Bengal Government, all the remainder were taken off alive; but, as may be supposed, in a state of great wretchedness, from deprivations of all kinds; for 30 days subsisting on a very few shell-fish found among the rocks. We cannot better express our feelings on this occasion, than by giving publicity to those of the Government and Communities on the spot, as detailed in the subjoined correspondence. We understand Captain Weathrall has brought all the 78th regiment to England, without losing one man, in a passage of four months.

To Commodore John Hayes, Master Attendant.

SIR,

I have the honor to state to you, for the information of Government, that, on my passage from China to Bengal on the 10th instant, we fell in with some pieces of wreck, and soon after perceived smoke on the Preparis, which induced me to suppose some vessel was stranded on the reef of that island. In consequence of which, we tacked and stood in for it till evening, when we picked up seventy or eighty soldiers of the 78th regiment, who had been landed on a rock, without provisions or water, for four days, and nearly exhausted, being part of the troops embarked on board the Frances Charlotte at Batavia, and lost on the reef above-named, on the 5th of November; the remainder being on the island.

As we had a strong current to contend with, it took the whole night to work up to the island, when at 4 A.M. we sent all the boats on shore, to bring the women and children on board, under charge of my chief officer, which was attended with great difficulty, on account of the reef surrounding the west side, and no anchorage for the ship. In the course of the 11th, 12th, 13th, and 14th, sending and getting on board 207 soldiers, with women, children, and sick; also, about 40 Lascars, Captain Acres, and his officers.

We were unfortunately prevented getting near the island again, from a severe gale of wind at south-west, in which we carried away our fore-mast, and lost three boats and an anchor, and ultimately driven too far up the bay to attempt further relief to the poor people on shore, without endangering the lives of all, as we had but ten days water, at one pint per man, and our provisions would have been expended in the same time.

I beg you to believe, that nothing was left undone on my part, or on the part of my officers and crew, to save the whole; and we should, I hope, have succeeded, had not the gale come on too suddenly to provide for it,

and by which we were nearly lost on the same spot; we, however, stood to the southward, to fetch in again with the island, when the loss of our masts and boats obliged us, very unwillingly, to bear up.

We are out of every thing; but every exertion will be made to supply the regiment and crew, until we receive the directions or supplies from Government.

I am given to understand, there are ninety soldiers left, with five officers and forty Lascars, on the island, with only two bags of rice I supplied them with the first day.

We have been becalmed for five days to the eastward of the reef, which has equally added to our distresses; but I have great pleasure in bearing testimony to the good order and behaviour of the troops, who have suffered without complaint. I have the honor to be, &c.

M. T. WEATHRALL.

Saugur Roads, Sunday 24th, Nov. 1816,
on board the Prince Blucher.

To Capt. M. T. Weathrall, commanding the Blucher.

DEAR SIR,

We have observed with much pleasure, the handsome manner your services have been deservedly noticed by the European part of our community; and we, your native friends, also beg to offer you this tribute of their public approbation of your humane and active exertions in saving the lives of your fellow-creatures, both European and Natives; to the latter of whom, your conduct was equally praise-worthy and meritorious; for you made no distinction when called upon to save: all was then equally your care.

We have long known, and as long esteemed you, for honorable conduct under misfortune; and now beg to offer you, in testimony of our regard, a piece of plate, on which the services you have rendered shall be recorded.

We are, dear Sir, your friends and well-wishers,

RAMDALOLL DAY,
And 40 Native Merchants.

To C. W. Gardiner, Esq. Secretary to Government in the Military Department.

SIR,

I am directed by his Excellency the Commander-in-chief, to transmit the accompanying copy of a letter from Lieutenant-colonel Forbes, commanding his Majesty's 78th regiment, and its enclosure, detailing the loss of the transport ship Frances Charlotte, on the island of Preparis, which you are requested to lay before the Right Honorable the Governor General in Council.

His Excellency had been induced to this step, with a view of drawing the attention of government to the humane and gallant exertions made by Captain Weathrall, the officers and crew of the ship Prince Blucher, to save the unhappy soldiers who had escaped from the wreck; and his Lordship trusts he shall be excused, when he humbly, but anxiously, solicits

Government to extend to them some public mark of its approbation at their meritorious conduct. I have the honor to be, Sir,

Your most obedient humble servant,

C. J. DOYLE, Lieut.-col. M.S.

Commander-in-chief's Office, Head Quarters,
Calcutta, 28th November, 1816.

To the Commander-in-chief's Military Secretary, Head Quarters, Calcutta.

SIR,

I have the honor of forwarding the accompanying letter from Major M'Pherson, reporting the unfortunate loss of the transport Frances Charlotte, on the island of Preparis, 5th instant. I am truly happy to find, by the accompanying statement, that there were so few men lost on this melancholy occasion, considering the great number of souls on board. I request you will lay both before his Excellency the Right Honorable the Commander-in-chief. I have, &c.

D. FORBES,

Lieut.-col. commanding the 78th regiment.

Fort William, 27th November, 1816.

"I beg to call your attention to the meritorious and humane conduct of Captain Weathrall and his officers. Suffice it to say, that I believe it is the heartfelt sentiments of every individual (and that which many of all ranks have expressed), that they could not have met with greater friendship, had they each met with a father. His endeavour has been unceasing, in trying to discover how he could contribute, in any way, to the comfort of every individual. Indeed, we all feel more than can be expressed, and only wish we had the power, in any way, to mark our sense of his conduct; but having lost our all, we shall be unable to show what I trust is imprinted on every heart, and will ever remain fixed there; and we hope the Governor-General and Council will be pleased to take his merits into consideration, and weigh them with the feelings of shipwrecked unfortunates; and may those who do not consider them in their true light, be shipwrecked, and relieved by Captain Weathrall, or such another character—if there is such another to be met with."

To the above we are happily enabled to publish the following answer:—

MY DEAR MAJOR,

No words can express with what feelings of pleasure I perused your Report to Colonel Forbes, wherein you make such honourable mention of the little services I was so fortunate as to render you, and the 78th regiment. It was no more than my duty; and no more than any other would have done, in the same situation; yet, though I claim no merit in the act, I have a grateful satisfaction in being the accidental instrument of your relief; and I would not exchange those sensations your feeling and grateful expressions have taught me to indulge in, for any other consideration whatever.

It was my good fortune to have rendered a service to a body of men, who would honour any country. Their sober, uncomplaining conduct, under misfortunes and deprivations, taught all who appreciated their behaviour, to seek a pleasure in affording them all the relief that, under circumstances, was within reach. This, therefore, is the cause of a mutual satisfaction that will, I dare believe, be remembered on both sides with equal delight. I beg you to present my best regards to all the officers and ladies, and assure the men of his Majesty's 78th regiment, that I consider their conduct on board the Blucher, under my command, as an honour to themselves, their country, and their officers.

I am, my dear Major, your's, very truly,

M. T. WEATHRALL.

[FROM THE CALCUTTA TIMES.]

Tuesday, December 31, 1816.

We have republished here below from the Calcutta Gazette, a paragraph respecting Captain Weathrall. We are besides given to understand, that on the piece of Plate which is to be offered to him, the following inscription is intended to be engraved :—

" Presented to Captain M. T. Weathrall, by the Merchants of Calcutta, in testimony of their sense of his meritorious and very eminent exertions in the cause of humanity, in having, whilst in command of the ship Prince Blucher, rendered every practicable aid in saving the lives of a majority of a detachment of his Majesty's 78th regiment, who were wrecked on board the Frances Charlotte, on the island of Preparis, on the night of the 5th November, 1816."

We understand that the Supreme Government, impressed with a just sense of Captain Weathrall's signal humanity, in rescuing the persons shipwrecked on the Preparis, have resolved on presenting 5,000 rupees to that Gentleman. It is, we also believe, the intention of the various Insurance Societies of this city, to offer to Captain Weathrall's acceptance, a piece of Plate, with an Address, testifying their admiration of his very generous conduct on this distressing occasion.

[EXTRACT FROM THE ORIENTAL STAR.]

Saturday, 28th December, 1816.

We are happy to learn that Government has resolved on presenting 5,000 rupees to Captain Weathrall, in testimony of the sense it entertains of his distinguished humanity, in rescuing the persons shipwrecked on the Preparis, from their perilous situation. It is also reported, that the several Insurance Offices at Calcutta intend further to remunerate this Gentleman, by presenting him with a piece of Plate, accompanied by an Address, expressive of their admiration of his benevolent conduct. We are gratified with these instances of public acknowledgment, not merely on account of the just tribute afforded by them to individual merit, but because they may animate others to follow, when occasion presents itself, the laudable example, and call a blush into the cheek of those selfish and unfeeling wretches,

if any such there be, who, in a similar case, would turn a deaf ear to the voice of humanity, and consign over their unfortunate fellow-creatures to all the horrors attendant upon shipwreck on an uninhabited island.

Captain M. T. Weathrall, Commander of the Ship Prince Blucher.

WORTHY SIR, *Fort William, 21st December*, 1816.

We the Uncommissioned Officers and Privates of his Majesty's 78th Regiment, beg leave to approach you with their most grateful and humble thanks for your humane and fatherly conduct to us, our wives, and children, whose lives you saved, when cast away on the island Preparis, not only by your gallant and wonderful exertions, but also by a fatherly attention in supplying our wants, when like hungry children, from long fasting, we claimed what you knew would injure us, and by which you not only saved, but preserved, the lives of three hundred persons, men, women, and children, of the 78th Regiment.

Our prayers are all we have to offer you in return; and that Captain Weathrall and the officers of the Blucher may ever prosper, in whatever clime or region of the globe they are employed in, is the most fervent wish and prayer of your affectionate subscribers,

And obliged humble servants,

J. CAMPBELL,

Serjeant-Major, his Majesty's 78th Regiment,

And 231 Signatures.

[EXTRACTS FROM THE BENGAL HURKURA.]

Dated 25th January, 1817.

We have great pleasure in submitting to the public the following correspondence. Though the gratification Captain Weathrall must feel, in the recollection of having rescued by his active humanity so many of his countrymen, must to him prove ample recompense, yet we announce with lively satisfaction, the honourable distinction conferred on him by the merchants of Calcutta, with their characteristic alacrity and generosity.

One good deed dying tongueless slaughters thousands.

To Captain M. T. Weathrall.

DEAR SIR,

Called upon as we frequently are to express our approbation of the conduct of individuals, connected with the commercial interests of Calcutta, never have we assembled on any occasion more truly grateful to our feelings than the present; your meritorious exertions, kindness, and humanity, when in command of the Blucher, have rescued from all the horrors of famine and impending destruction 286 men, women, and children, of his Majesty's 78th regiment, together with the commander, and 48 native seamen and officers of the Frances Charlotte, unfortunately wrecked on the Preparis on the night of the 5th of November; and you have, no doubt, been instrumental in saving the lives of the remainder of the people, who were, through necessity, left on the island, by giving such early information, as enabled the Government to afford them timely assistance; they

have all now arrived, and live to offer you the soldier's best gift, and the good man's best reward—their grateful and heartfelt blessings. With us it remains to endeavour to express and to record our feelings in a manner suitable to the occasion; and we know of no method more likely to answer that end than in presenting you with a piece of Plate, on which the testimonial of your humanity shall be engraven.

We are, dear Sir, your obedient servants,

PALMER & CO.
COLVINS, BAZET, & CO.
ALEXANDER & CO.
FAIRLY, FERGUSSON, & CO.
CRUTTENDEN & MACKILLOP.
HOGUE, DAVIDSON, & ROBERTSON.
MACKINTOSH, FULTON, & M'CLINTOCK.
JOSEPH BARRETTO & SONS.
STEWART & ROBERTSON.
JAMES SCOTT & CO.
BECHER & CO.
THOMAS DE SOUZA, & CO.
ANTONIO LAURENCO BARRETTO & CO.
JOHN SMALL & CO.
A. WILSON.
HENRY MATHEW.
ROBERT CAMPBELL.

Agent Ganges Insurance Office.

GEORGE MERCER.
S. BEAUFORT.
JOHN C. BURTON.
JAMES CALDER.
R. B. LLOYD.
JOHN COOKE.
FRANCIS VRIGNON.
GAB. VRIGNON.
J. HERBERT.
C. BLANEY.

The following is the inscription engraved on the Plate:—

"Presented to Captain M. T. Weathrall, by the Merchants of Calcutta, in testimony of their sense of his meritorious and very eminent exertions in the cause of humanity; in having, whilst in command of the ship Prince Blucher, rendered every practicable aid in saving the lives of a majority of a detachment of his Majesty's 78th Regiment, who were wrecked on board the Frances Charlotte, on the island of Preparis, on the night of the 5th November, 1816."

ANSWER.

To Messrs. Palmer and Co.; Colvins, Bazett, and Co; Alexander and Co.; Fairlie, Fergusson, and Co; Cruttenden and Mackillop; Hogue, Davidson, and Robertson; Mackintosh, Fulton, and M'Clintock; Joseph Barretto and Sons; Stewart and Robertson; James Scott and Co.; Becher and Co.; De Souza and Sons; Antonio Laurenco Barretto and Co.; John Small and Co.; Alexander Wilson; Henry Mathew; Robert Campbell; George Mercer; S. Beaufort; J. C. Burton; J. Calder; R. B. Lloyd; John Cooke; Francis Vrignon; Gabriel Vrignon; John Herbert; and John Blaney, Esquires.

GENTLEMEN,

To have merited the unqualified approbation of so highly respectable a body as the Merchants of Calcutta, shall ever be my proudest boast; and whatever services, in the humble and zealous discharge of my duty, I may have performed, are more than amply repaid by your kind and flattering letter of this date, the receipt of which I have the honour to acknowledge. The piece of Plate, with the inscription, which you have been pleased to vote me, shall be treasured up with no common care, as a record more valuable to me than all that wealth could bestow.

Saving the life of a citizen has ever been duly appreciated: what, then, must have been my sensations, in being instrumental, under Providence, in preserving the lives of so many of his Majesty's 78th regiment, whose exemplary conduct, fortitude, and forbearance, under the most trying circumstances, prove them a credit to their corps, and an ornament to their country.

I beg to conclude, by assuring you, Gentlemen, that the reward you have now bestowed upon me shall act as a stimulus to my future exertions, if ever an opportunity should occur; and I shall hand it down to my children, in confident hope that they may yet deserve, and learn to appreciate the value of a gift rendered inestimable, by being expressive of your applause.

I am, Gentlemen, with respect and esteem,

Your most obedient, and obliged servant,

M. T. WEATHRALL,

January 21, 1817. Commanding the Prince Blucher.

[EXTRACTS FROM THE INDIA GAZETTE, OF THE 23D OF FEBRUARY, 1817.]

We are persuaded that our readers will derive as much gratification as ourselves from the perusal of the following letter addressed by Mr. Secretary Trotter to Captain Weathrall.—The handsome manner in which the meritorious conduct of Captain Weathrall and his officers has been distinguished and rewarded, must be particularly satisfactory to the officers and men of the 78th regiment; and we are happy to learn that they are about to proceed to England in the Blucher, under the command of the gentleman to whom the following proud testimonial is addressed:—

[PUBLIC DEPARTMENT.]

To Captain Weathrall, of the private Ship Prince Blucher.

SIR,

The Right Honorable the Governor-General in Council has received from his Excellency the Commander-in-chief, copy of a despatch from Lieutenant-colonel Forbes, of his Majesty's 78th regiment, and of its enclosure from Major M'Pherson, detailing the circumstances attending the loss of the transport Frances Charlotte, on the Preparis, and reporting the arrival at this port, on the Prince Blucher, of a number of the officers and men of that regiment, who had been wrecked on the island. Copies of these papers, and of the letter received with them from the secretary to his Excellency the Commander-in-chief, I have the pleasure to forward to you for your information.

2. The Governor-General in Council has perused with the highest satisfaction, the testimony borne by Major M'Pherson to your humane, animated, and meritorious exertions on this occasion. The efforts made by you to save the men wrecked on the Preparis, must be considered no less creditable to your professional abilities and knowledge, than honorable to your feelings; and while they must afford sincere satisfaction to yourself, his Lordship in Council has no doubt that they will ever be remembered by the unfortunate sufferers themselves with sentiments of the most lively gratitude.

3. In testimony of the sense entertained by the Governor-General in Council of your spirited conduct, his Lordship in Council is pleased to present you with the sum of 5,000 Sicca rupees, for Plate. His Excellency in Council has also directed, that the undermentioned sums be granted to the officers and crew of the Prince Blucher, and to Mr. Ramsay, chief mate of the Po, as a mark of the approbation of Government, of their exertions on the occasion alluded to.

	Sa. Rs.
To the chief mate of the Blucher	1,500
Second ditto	1,200
Third ditto	1,000
To the other officers and crew of the ship two months' pay	
To Mr. Ramsay, chief mate of the Po, who was left by that ship at Preparis, and must subsequently, it is understood, have experienced loss of pay	2,000

4. You are requested to grant a certificate to the officers and crew of the Prince Blucher, to enable the marine pay-master, by whom the sums awarded to them will be paid, to identify their persons.

I am, Sir, your obedient servant,

A. TROTTER,
Acting Sec. to Government.

Fort William, the 28th December, 1816.

DEAR SIR, *Fort William, 14th Feb.* 1817.

With feelings of sincere pleasure we congratulate you on the deservedly handsome manner in which your conduct in our relief has been publicly noticed by the different Honorable Departments here, and we beg your acceptance of our mite accompanying this.—We further beg to assure you, that one and all of us shall ever feel the most lively interest in your prosperity and welfare; and believe us, dear Sir, your faithful friends,

D. MACPHERSON, Major 78th Regt.
M. MACQUEEN, Captain 78th Regt.
F. MACRAE, Lieut. 78th Regt.
JOHN MACLEOD, Lieut. 78th Regt.
JOS. MACKENZIE, Lieut. 78th Regt.
A. BRODIE, Lieut. 78th Regt.
D. E. MACQUEEN, Lieut. 78th Regt.
J. W. CRUMMEN, Lieut. 78th Regt.
J. SMITH, Lieut. 78th Regt.
T. C. BROWN, M.D. Asst. Sur. B.E.

ANSWER.

To Major Macpherson, Captain Macqueen, Lieutenant Macrae, Lieutenant Macleod, Lieutenant Mackenzie, Lieutenant Macqueen, Lieutenant Brodie, Lieutenant Waters, Lieutenant Crummen, Lieutenant J. Smith, and T. Brown, Sur. H. C. Service.

MY DEAR GENTLEMEN,

The sentiments of affection and regard expressed in your letter of the 14th instant, and shewn towards me on all occasions, will ever obtain from me a like return; and it shall be my best endeavour to evince it, on our voyage home, and after.

I feel for you an esteem that I am convinced will be as lasting as life, and an affection the more ardent, arising perhaps from having been the very fortunate instrument of rendering you the service you have so handsomely noticed. In doing so, I did no more than my duty. Your being satisfied with the manner in which that duty was fulfilled, forms my greatest pleasure; and I would not exchange those feelings your kind and flattering conduct has given birth to in my breast, for all that this world can hold out or bestow.

Your valuable present shall be ever dear to me, as a memorial of your regard; and I shall follow in the pages of history the names engraven on it with the anxiety of a brother, and with the proud hope of seeing them at the top of their profession, engaged again in their country's cause, with that success and honor the 78th Regiment has been long esteemed for.

I remain, Gentlemen,

Your obedient and sincere friend,

M. T. WEATHRALL.

Calcutta, the 18th Feb. 1817.

HYDROGRAPHY, PILOTAGE, &c.

MR. HYDROGRAPHER, *Calcutta, Dec. 23, 1816.*

THE following memorandum from the Blucher's log on her passage from China, may be of use to such of your nautical readers as are not constant navigators in the China Seas, as pointing out the current they are likely to meet with, and must, in their run at night, guard against and allow for. It may be of use also in showing the preference of an inner passage at that time of year, which my run from Macao in 212 hours must clearly prove. I will therefore beg a place for it in your valuable work.

At 4 P.M. on the 15th October, passed Macao, and at sunset took bearings of the Grand Ladrone, which gave us in latitude 21° 50′ N. longitude 113° 37′ E. Steered S.S.W. and S. by W. till 9 A.M. on the 18th, when we saw Cape Verella, bearing S.S.W. 16 miles. During this run experienced little or no current, but from the time of making the land till sunset, found a strong sea to the Southward. The wind fresh and nights dark, continued to steer South, and pass to the Eastward of Sapata, bearing from the land a-beam of us S.S.W. 109 miles, at 6 P.M.—At 2 A.M. on the 19th, having run by log 64 miles, saw the island Sapata right a-head, distance 3 miles; hauled up S.E. to clear it, which we did with great difficulty, as the current in 20 minutes set us down among the breakers surrounding it, and not 200 yards from the rock itself. After clearing it hove-to, and at day-light found we were drifted by a S.W. current out of sight of the rock, though we had a clear horizon around us. Steering S.W. by S. till noon, when we observed in lat. 8° 47′ long. by chronometer 107° 44′ 30″ having made from noon yesterday, difference of lat. 227 miles, difference of long. 110, on a direct course 249 miles, but by log only 187, being 62 miles, current S.W. in 24 hours. Continued to steer S.W. by S. till noon, on the 20th, when in 116 hours, we had made in a direct course by observation and chronometer 1270 miles.

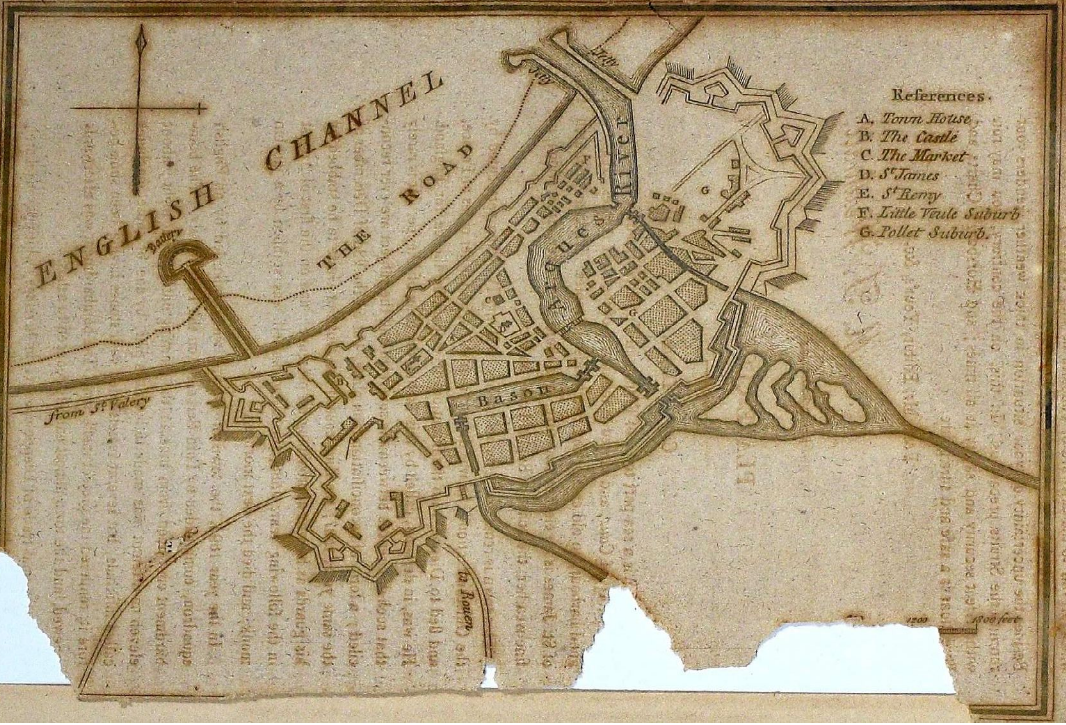
The wind having drawn to South, kept the larboard tacks on board till we made Poolo Verella, and crossed the shoal laid down by Horsburgh, in 13 fathoms; and at midnight, on the 21st. anchored in 8 fathoms. At day-light weighed with a land wind, and run through the Archipelago of islands to the westward of Timoan. A fine clear passage, with 8 fathoms water, regular soundings.

On the 23d at 2 A.M. passed the southern extremity of the reefs and Islots of Poolo Tingee. It being hazy during the forenoon, could not distinguish the land about Barbaset, though in 12 fathoms, but being sure of our situation, run for Pedro Branco, which we made, bearing south, at noon.

Now the advantage of this inner passage must be evident at this time of the year, for the land winds will carry you through during the night; and being in good anchoring ground, no danger of being set away in calms,

DIEPPE.

Plate CCCCXC.



which prevail to the eastward of Timoan; as also southerly winds, which I have known delay ships for 15 or 20 days after making that island. Besides the uncertainty of your situation in thick weather, renders your run into the Straits precarious. In this, on the contrary, you may run with perfect security and safety at all times; and Horsburg's Charts and Directions is a safe and sure guide:

I am, Mr. Editor, Your's, &c.

M. T. Weathrall.

PLATE CCCCXC.

City of Dieppe.

[illegible]E is a sea-port town of France, in Upper Normandy, in the ter-[illegible] of *Caux*, and seated at the mouth of the river Argues. It has a good harbour, an old castle, and two handsome moles. The parish church of St. James is an elegant structure, and there is a tower, from which, in fine weather, the coast of England may be seen.

This town is remarkable for its fidelity to Henry IV. when persecuted by the Guisean faction; he was driven from Paris, and other cities of France, and fled to Dieppe, with the intention of embarking thence for England. He was, in derision, called by this faction the King of Dieppe. It is rarely that such differences between the sovereign and the subject are ever reconciled; a form of reconciliation took place, but on the 23d of December of the same year, 1587, the King caused the Duke of Guise to be stabbed by his guards as he was approaching his presence; and on the first of August in the following year, 1588, the King himself was stabbed by a jacobin monk, and died the next morning.

In the year 1694, the town of Dieppe was bombarded by an English squadron, commanded by Lord Berkeley, on the 12th of July. The bombardment continued from nine in the morning until nine at night; about eleven an attempt was made to burn the pier, by one of those machines called infernals, but several vessels filled with stones having been sunk before it, rendered the project ineffectual. The bombardment was afterwards [illegible]ewed, and the town almost entirely reduced to ashes.

[illegible]ipal trade of Dieppe consists in herrings, whitings, mackarel, [illegible] laces.

North latitude, 49° 55′, east longitude, 1° 9′.

NAVAL LITERATURE.

A full and correct Account of the Chief Naval Occurrences of the late War between Great Britain and the United States of America; preceded by a Cursory Examination of the American Accounts of their Naval Actions fought previous to that Period: to which is added an Appendix, with Plates. By William James. Egerton, Whitehall: 1817.

THE martial character of a nation is so important, so necessary to its defence from foreign insult and invasion, that instant danger must follow the degradation of it. The ambition of power, or the meaner cupidity of wealth, are always on the watch for weakness, which, whenever found, is made their certain prey. The martial character of Britain has been too long known, by sensible experience, easily to suffer by mere verbal detraction; but as in our late *left-handed* parryings of American blows, we were in some instances unsuccessful, and obliged to yield to *superior strength,* which our antagonists wish very much to be interpreted *superior spirit,* we are much gratified by the very laudable labours of Mr. James to expose the real character of their victories; and when we speak of our own gratification, we feel assured of that which must result to every British reader from a perusal of his volume.

The author has very judiciously dedicated the work to Sir Philip Bowes Vere Broke, the naval hero of the war which is the subject of it, whose action alone might be sufficient to assert the superiority of British spirit.

In his preface, Mr. James tells his readers, that the volume he now presents them is a greatly improved edition, or rather an entirely new work, on the subject of a pamphlet published with extraordinary success at Halifax, under the title of "An Inquiry into the Merits of the principal Naval Actions between Great Britain and the United States," &c. which pamphlet was an enlarged edition of the Letters published in our Chronicle under the signature of "Boxer."

Such were the small beginnings which Mr. James has now amplified to a volume of 528 pages, with an Appendix of 216 additional pages, exclusive of a preface and index; and affording certainly the most complete view at present extant of the Naval Transactions of the late American War. Nor is it merely a narrative of naval actions; the main design, as we have before observed, being to rescue the martial character of Britain from the unwarranted assumptions of the Americans, tending to depreciate it, the scientific remarks of the author, necessarily incident, in the prosecution of his design, constitute a very valuable portion of the work, and prove him perfectly competent to the task he has undertaken.

One entire chapter is occupied by an account of the ever-memorable action between the Shannon and Chesapeake, in which Mr. James maintains the honour justly due to the gallant captors, against the unfounded and inconsistent representations of the American writers on the subject, in a manner

that can leave no doubt in the mind of an impartial and candid reader, that the victory was won by a superiority of skill and courage, although the conduct of the American commander was not marked by any deficiency of either.

Much industry of research is evident throughout, and particularly in the author's acquiring *data* for his respective calculations of force, in men and guns, and of size in tons. It is impossible for us to follow Mr. James through the series of actions which make up his very interesting history, nor can we extract to any purpose of probable gratification to our readers; the narrative of the actions being so interwoven with the observations of the author in reply to the misrepresentations of the American writers: we shall, however, cull a few of the author's concluding remarks, in which the reader will have a fair specimen of Mr. James's style and general mode of argument; a style very appropriate to his subject, and a mode of arguing which evinces the honest zeal of the author for the honour of his country.

"When we reflect upon the immense losses which our navy annually sustains, by shipwreck, and by that most destructive enemy, the *dry-rot*, the loss of British national cruizers to the Americans, sinks into comparative insignificance. It is the question—Which party was most "triumphant?"—that a Briton requires to have answered. Mr. Thomson boasts, that the "naval arms of the United States were fifteen times triumphant." He must here include all our unsuccessful actions with American national vessels, and, no doubt, that in which "a large sloop of war" was captured by an American privateer; but, as the conquerors, in the latter instance, were Frenchmen, Americans can have no triumph to claim. How came Mr. Thomson to omit the cases of the Landrail and Syren, and St. Lawrence and Chasseur?—Those actions were not less "triumphant to the naval arms of the United States," than any of the fourteen he has recorded. Let us, now, submit each of these boasted "triumphs," to a simple arithmetical calculation. One action, however—the Levant and Cyane's with the Constitution—cannot well be tried by that test; because, there, carronades were opposed to long guns, together with the weather-gage. Taking from the comparative statement of force in each of the remaining fifteen actions, the sum-total of the broadside-metal in pounds and complement (size in tons omitted, because not so generally applicable), on each side, and comparing them together, we obtain—giving up all fractions to the Americans—the following results:—

Americans "triumphant" over the British,

once,	when *superior in force as* 19 *to*	18.
once,		16.
three times,		14.
twice,		13.
five times,		12.
once,		10.
once,		7.
once,		5.

"These are the "victories,"—these the "*unparalleled* exploits," that have turned the brains of the American people, and made "heroes" (prostituted word!) more plentiful in the United States, than in the oldest nation of Europe; and these are the "victories," too, which form the basis of that extraordinary discovery—"the moral and physical superiority of the American over the British tar."!!

"It is admitted by the American editor, that the "naval arms of Great Britain have been four times triumphant." One of the instances alluded to—that of the Endymion and President—shall be excepted; because, although the action was fought exclusively between those ships, the final surrender was made to a squadron. Had the Americans on board the corvette Frolic, felt the same regard for the honor of the flag, as the British in the Reindeer, of similar inferiority of force, we might still have been "four times triumphant." As it is, we must be contented; and, pursuing the same method of extracting the relative force, as done in the American "triumphs," here follow the results of our three successful actions.

British "triumphant" over the Americans,

once, }	when *superior* in force as 19 to	{ 17.
once, }		{ 14.
once,	when *inferior* in force as 17 to	19.

"As respects arithmetical proportion, two of these cases are allied to some of the American "triumphs;" but, in the first, the British had an inferiority in complement; which was never the case on the part of the Americans. The two first cases in their list, approach nearest in point of proportion, to the first case in our's; but, when we reflect upon the brig Frolic's previous disabled state—the Penguin's inefficient crew—the gallant defences made by both vessels—the numerical superiority of the Argus's crew—her easy capture, and whole-masted state—we have nothing to regret, but that these important circumstances cannot be expressed in figures.

"The second case of proportions, in the British, has four numerical parallels in the American list; yet it was the capture of the Essex which the editor of the "New Annual Register" brought forward, to support his humiliating position, "that, when we were victorious over the Americans by sea, we were generally indebted for our success, to a greater superiority than even they had when they were successful.'

"The last case in the British list—and that which, to the increased shame of what has just been quoted, was the first in point of date—ranks by itself.—Does any one believe, that the American government, than the whole fifteen triumphs, would not rather have had to record one such triumph as the Shannon's over the Chesapeake?—Then, might Americans have boasted, with reason, of 'the moral and physical superiority' of their seamen; and invented, if possible, new forms of language, to express the ecstacy of their feelings. So completely, however, has the American public been deluded, by the letters of the officers, the speeches of the public orators, and the stories of the naval-history and newspaper editors, that it is a question if any alteration in their list of 'triumphs,' except increase

of number, could give to the American people a higher opinion of themselves than they now entertain."

Mr. James goes on to ask how it happened that, considering the number of British ships despatched to the American coast, we had so few victorious actions to record; and solves the question, by stating instances in proof of the unwillingness of the Americans to face the English: and thus he concludes :—

" The chief credit due to the Americans in the naval conduct of the late war, is for the high state of preparation in which their few ships were, at its commencement; especially, when compared with the generality of our own, at the same period. Considering the opinion which the Americans then entertained of a British frigate, Captain Hull deserved credit for bearing down upon the Guerriere: so would Captain Jones for attacking the Frolic, as the first sloop, had the latter not been visibly disabled. But, upon the whole, there does not appear to be one American triumph detailed in these pages, in which the Americans would not have been chargeable with cowardice, had they declined to engage.

" In which of those triumphs were the British not the assailants?—In how many of them had they, from the moment they could distinguish the force of their opponent, any reasonable hopes of success?—To attack, *then*, is the mark of true intrepidity.—Next, come the boarding-assault, and the repulse of boarders: when did Americans attempt the former, till, by repeated vollies of great guns and musketry, the number of their enemies had dwindled to a mere handful? How American seamen shine in repelling boarders, the respective surrenders of the Chesapeake and Argus stand as lasting monuments.—How British seamen behave, as well in boarding, as in repelling boarders, let the fate of the two last-named vessels, and the blood-stained decks of the Reindeer and Dominica, tell: there, indeed, was bottom.—In proof of which party holds most sacred the honor of the flag, take the surrender of the American ship Frolic, as a prominent (though not the only) example, on one side; on the other—the seven killed, and four wounded commanders—the slaughtered crews, and the shattered hulls, of our captured ships.

" To conclude: the naval actions between Great Britain and the United States, being now freed from American dross, and brought fairly to the light of day, no events recorded in the naval annals of our country, reflect a brighter lustre upon the character of British seamen: and, though our losses may have been severe, we have this consolation, that no American ship of war has, after all, captured a British ship of war, of the same force; but that the reverse has occurred, and might have occurred, again, and again—had Americans been as willing to fight, as they still are to boast."

The Appendix consists of letters from naval commanders of both countries, containing contra statements of the actions fought, and consequently affording a fair view of the respective merits of the opposing parties. There can be no doubt that much of the credit attached to the Ame-

rican victories resulted from the misnomer of their frigates—under a minor denomination, they availed themselves of a major force; this is an unworthy species of *trickery ;* but, once known and exposed, the furtive honour is lost, and a due estimation takes place of the superiority thus assumed.

The true patriotism of Mr. James in this candid and able vindication of his country's honour, we trust will not be left to him merely as its own reward. Nor is it our *peculiar* obligations to him, that induce us to be thus warm in his praise : he honored our Chronicle, by rendering it in the first instance the vehicle of those Letters on which his work is founded ; but he has claims, from the intrinsic value of it, to a far more extended and beneficial acknowledgment of his merits, than can result from any principle of gratitude in us.

The embellishments to the Volume are three illustrative plates : the 1st, shewing the various kinds of shot used by the Americans ; the 2d, representing plans of the quarter-deck and forecastle of the President frigate, and of a frigate built from the same draught as the Macedonian ; the 3d, enables the reader to ascertain the comparative lengths of the Epervier and Peacock. The plates are very neatly executed ; and we have no doubt that the labour and expense which have attended the production of this excellent publication, will be remunerated by a very general patronage. The patriotism which professes itself by the exclusive *praise* of our enemies, is surely not that which should be the best rewarded.

Poetry.

THE WELCOME.

BY MRS. M'MULLAN.

'TIS sweet to hail the breeze of morn,
'Tis sweet to hear the hunter's horn,
'Tis glorious sport to chase the deer,
On swiftest steed, unknown to fear ;
'Tis sweet o'er hill, through vale, to roam—
But sweeter far the Welcome home !
When breathed by Love and thee, Mary !

The flock to guard, the plough to guide,
In fowler's bark to skim the tide,
With sportsman's eye to mark the game,
Or in the skiff to fish for fame ;
Though sports, or labour, know not gloom—
Yet sweet to hear the Welcome home !
In tones of Love from thee, Mary !

In glory's path, supremely brave,
The British Sailor rules the wave,
From sea to sea, from shore to shore,
His country's conq'ring cannons roar—

He saves his foe !—'tis mercy's doom—
And then enjoys the Welcome home !
If met by one like thee, Mary !

The veteran Soldier from the field,
Whose arm has made the boasting yield,
Glory's bright star illumes his name,
And rescued nations sing his fame—
As ancient chiefs of Greece and Rome,
His patriot pride is, Welcome home !
For Peace e'er smiles like thee, Mary !

From festive scene, from war's career,
From sportsman's haunt, from labour's sphere,
From musing on the mountain-side,
From watching the receding tide,
The sounds of gladness joyful come,
And faithful hearts feel Welcome home !
For Truth e'er looks like thee, Mary

The high may shine in glitt'ring state,
The low must bend to humble fate ;
The great may boast of sov'reign sway,
The little tremble and obey—
But joy's elixir still must come,
In simple sound of Welcome home !
Such as I hear from thee, Mary !

When days are flown of song and youth,
Time still will bless our conscious truth,
And every smile thy lips impart,
Renew the rapture of the heart—
Then age comes not a dreary gloom,
If yet thy voice speak Welcome home !
And mine can welcome thee, Mary !

Our faith may look beyond the skies,
May on the wing of cherub rise ;
May be increased in other orbs,
Where perfect love the soul absorbs—
Hear, springing from the conquer'd tomb,
The blissful, final Welcome home !
United still to thee, Mary !

A TRUE BILL.

WHO is it knocks so gently at my door ?
That looks so way-worn, desolate, and poor ;
A paid-off Sailor, once his Country's pride,
But now a wanderer on the highway's side ;

Whose haggard looks real misery bespeak,
Famine, and care, o'erspread his sun-burnt cheek;
" Help a poor Seaman," is his suppliant cry,
" Grant me a pittance, lest for want I die—
" At Trafalgar, I play'd a Briton's part;
" Strength in my limbs, and courage in my heart:
" But now a-drift, distress has brought me low,
" As this poor wasted form will plainly shew.
" I little thought, the day great Nelson fell,
" That I should live so sad a tale to tell:
" Far better I had died that glorious morn,
" Than lived a wretch so miserably forlorn."
ome in, my friend, and share a poor man's meal,
Curse on the catiff, with a heart of steel,
That cannot for your fate some pity feel.

13th June. C.

Imperial Parliament.

HOUSE OF LORDS, Saturday, July 12.

THIS being the day of the Prorogation, the doors of the House were opened at an early hour, and nearly the whole of the Peers' benches were filled with Ladies, elegantly dressed, to witness the ceremony.

The Lord Chancellor entered the House soon after one o'clock, when prayers were read.

The Duchess of Cumberland entered the House soon afterwards. There were several of the Foreign Ministers present.

At half-past two the discharge of cannon announced the arrival of the Prince Regent, and soon afterwards his Royal Highness entered the House, with his usual state, the Sword of State carried by the Earl of Liverpool, and attended also by the Marquis of Cholmondeley, the Marquis of Winchester, Lord Gwydir, &c.

His Royal Highness being seated, in his robes, on the Throne, Sir Thomas Tyrwhitt, the Gentleman Usher of the Black Rod, was sent to command the attendance of the House of Commons.

Shortly afterwards the Speaker, in his dress robe, accompanied by a great number of Members, came to the Bar, when the Speaker, as usual, addressed his Royal Highness, taking a retrospect of the chief business that has occupied the attention of Parliament during the Session; he then presented two Bills for the Royal Assent, which having been given, his Royal Highness read his Speech, of which the following is a copy:—

" *My Lords and Gentlemen,*

" I cannot close this Session of Parliament, without renewing my expressions of deep regret at the continuance of his Majesty's lamented indisposition.

"The diligence with which you have applied yourselves to the consideration of the different objects which I recommended to your attention at the commencement of the Session, demands my warmest acknowledgments; and I have no doubt that the favourable change which is happily taking place in our internal situation, is to be mainly ascribed to the salutary measures which you have adopted for preserving the public tranquility, and to your steady adherence to those principles by which the Constitution, resources, and credit of the country have been hitherto preserved and maintained. Notwithstanding the art and industry which have been too successfully exerted, in some parts of the country, to alienate the affections of his Majesty's subjects, and to stimulate them to acts of violence and insurrection, I have had the satisfaction of receiving the most decisive proofs of the loyalty and public spirit of the great body of the people; and the patience with which they have sustained the most severe temporary distress cannot be too highly commended. I am fully sensible of the confidence which you have manifested towards me by the extraordinary powers which you have placed in my hands: the necessity which has called for them is to me a matter of deep regret; and you may rely on my making a temperate but effectual use of them, for the protection and security of his Majesty's loyal subjects.

"*Gentlemen of the House of Commons,*

"I thank you for the supplies which you have granted to me; and for the laborious investigation, which, at my recommendation, you have made into the state of the Income and Expenditure of the country. It has given me sincere pleasure to find that you have been enabled to provide for every branch of the public service without any addition to the burthens of the people. The state of public credit affords a decisive proof of the wisdom and expediency, under all the present circumstances, of those financial arrangements which you have adopted. I have every reason to believe that the deficiency in the Revenue is, in a great degree, to be ascribed to the unfavourable state of the last season; and I look forward with sanguine hopes to its gradual improvement.

"*My Lords and Gentlemen,*

"The measures which were in progress at the commencement of the Session, for the issue of a new Silver Coinage, have been carried into execution in a manner which has given universal satisfaction; and to complete the system which has been sanctioned by Parliament, a Gold Coinage of a new denomination has been provided for the convenience of the public.

"I continue to receive from Foreign Powers the strongest assurance of their friendly disposition towards this country, and of their desire to preserve the general tranquility.

"The prospect of an abundant harvest throughout a considerable part of the Continent is in the highest degree satisfactory. This happy dispensation of Providence cannot fail to mitigate, if not wholly to remove, that pressure under which so many of the nations of Europe have been suffering in the course of the last year; and I trust that we may look forward in consequence to improvement in the commercial relations of this and all other countries

"I cannot allow you to separate without recommending to you, that upon your return to your several counties you should use your utmost endeavours to defeat all attempts to corrupt and mislead the lower classes of the community, and that you should lose no opportunity of inculcating amongst them that

spirit of concord and obedience to the laws, which is not less essential to their happiness as individuals, than it is indispensable to the general welfare and prosperity of the kingdom."

Parliament was then prorogued to the 25th of August. It is not expected to meet for business before January.

Letters on Service,

Copied verbatim from the London Gazette.

(FROM 1793 to 1798.)

[Continued from page 435.]

WHITEHALL, MARCH 11, 1794.

SIR, *Fortitude, February* 9, 1794.

IN obedience to your orders, I went yesterday in his Majesty's ship Fortitude, which I command, against the tower of Mortella, where I remained two hours and a half; when finding that neither the fire of the Fortitude, nor that of the Juno (who was extremely well placed to batter the tower), had made any material impression, and the main-mast of the ship being much wounded, many of the shrowds cut away, three of the lower-deck guns dismounted, several hot shot in the hull, and a great many men blown up by the explosion of powder from a powder-box that was struck by a hot shot, and being so near the tower and the rocks, that if the wind should die away it would be difficult, and if it should change so as to blow on shore it might be impossible, to get away, I thought it prudent to haul off. Soon after I had done so, the ship was perceived to be on fire, from the main-deck to the upper part of the quick-work on the quarter-deck, occasioned by a hot shot that had lodged in the side; but after cutting out the shot, and opening the side in different places, the fire was extinguished without having done any material damage.

I had infinite pleasure in observing, during the whole of the action, the most cool intrepid courage in all the officers and men of the Fortitude; and I am particularly pleased to have this opportunity of doing them justice, by saying, that I do not think any men could do their duty better; and I have only to regret, with them, that their exertions were not attended with better success.

And if Captain Woodley will allow me, I shall be happy also in having this opportunity of thanking him for the very great assistance I received in placing the ship from his knowledge of the place, and from the coolness and clearness with which he gave his directions, as well as for the advantages I reaped from his skill and presence of mind during the whole of the action.

I enclose a report of the state of the ship, and of the killed and wounded; and am, Sir, &c.

Commodore Robert Linzee. *William Young.*

Report of the State of his Majesty's Ship Fortitude, Feb. 9, 1794.

Two 18-pound shot through the centre of the main-mast, and nine main shrouds shot away. One of the lower-deck port timbers cut through, and all the cell of the port carried away; one of the quarter-deck ports cut down to the deck; the heel of the fore-top gallant-mast, fore-top-mast, cap

and cross trees shot away; the spare main-top-mast and jib-boom shot; some shot in the hull, but none under water; a great part of the running rigging and blocks shot away; and most of the top-mast backstays, and three lower-deck guns, disabled.

Report of the Killed and Wounded.

Killed, 6; *wounded*, 56. Of whom 8 are very dangerously wounded.

William Young.

SIR, *Victory, off St. Fiorenzo, Feb.* 9, 1794.

I have received your letter of this day's date, accompanied by one from Captain Young to you, with an account of the Fortitude's defects, and of the killed and wounded in the attack of Mortello-Tower yesterday.

I desire you will express to Captain Young, and, through him, to his officers and ship's company, the very high satisfaction their cool and intrepid conduct has given me, and request they will accept my warmest thanks. You will be pleased also to make my grateful acknowledgments to Captain Woodley, for placing the Fortitude with so much judgment, as well as for the very able assistance he gave to Captain Young: and I cannot omit to desire you will signify to Captain Hood how much I was delighted to see the Juno so judiciously stationed; and I was no less so in observing the ships withdrawn in so officer-like a manner, for one would not have imagined that either had received the smallest damage, which must clearly manifest the strictest attention of the officers and men to the orders of their captains.

The general has made a further demand for sand-bags; you will therefore direct the respective captains with you to have as many made as they can out of any unserviceable sails they may have on board, and also supply any planks they can spare for platforms. I am, &c.

Commodore Linzee. Hood.

MY LORD, *Mortello-Bay, Feb.* 8, 1794.

I now have the honor to inform you, that, after establishing batteries on the rocky mountains that overlook the enemy's posts at Fornelli, and after a severe cannonading for two days, which dismounted guns, and greatly damaged his works, we last night, just at the rising of the moon, made a combined attack, under the command of Lieutenant-colonel Moore. Our loss was moderate; that of the enemy considerable. We were completely successful; gained all the heights and posts of Fornelli, and have thereby secured the undisturbed possession of Mortello-Bay, and of this side of the gulph of Fiorenzo.

Without the wonderful efforts of the officers and men of Commodore Linzee's squadron, we had no reasonable prospect of success: and my best acknowledgments are due to Captain Dickson, Captain Cook, Captain Young, Captain Wolseley, Captain Hood, and Captain Woodley, and to all other officers and sailors who acted under them, and whose zeal, ability, and exertions I shall always with gratitude recollect and acknowledge.

I am, &c.

Right Hon. Lord Hood, &c. &c. &c. David Dundas.

DEAR SIR, *Mortello-Bay, Feb.* 18, 1794.

I beg leave to congratulate you on the success with which our united efforts were crowned last night in the attack on the enemy's advanced and

principal work, and on the subsequent evacuation of the posts of Fornelli, and the retreat of the enemy to Fiorenzo, which perfectly secures to us the undisturbed possession of Mortello-Bay.

Accept my warmest acknowledgments for the effectual and unlimited aid you have on every occasion given us. Without the wonderful efforts of the officers and men under your command, we had no reasonable prospect of success; and I am to beg, through you, to offer my best thanks to Captain Dickson, Captain Cook, Captain Young, Captain Wolseley, Captain Hood, and Captain Woodley, and to all the officers and sailors who acted under them, and whose zeal, ability, and exertion I shall always, with surprise and gratitude, recollect and acknowledge. I have the honor to be, &c.

Commodore Linzee. David Dandas.

SIR, *St. Fiorenzo, February* 21, 1794.

I had the honor of informing you from Porto Ferrara, on the 4th instant, of our intention to sail for the gulph of St. Fiorenzo in Corsica. The dislodging of the French from Bastia, St. Fiorenzo, and Calvi, the three principal posts they held in Corsica, and the attaining of so secure a harbour as St. Fiorenzo for our own fleet, appeared so important an object, that although our military force was but small, deficient in many of the most essential points of equipment, and the season of the year was far from encouraging, I was induced to acquiesce in any attempt that should appear to promise the most distant hopes of success. Two intelligent and experienced officers were sent to confer with General Paoli, to examine local situations, and to report on the whole of circumstances, which they did favourably; the fleet therefore sailed from the Bay of Hieres (where we had lain since the 19th of December) on the 24th of January, and proceeded towards St. Fiorenzo; but the following day a very violent gale of wind (which lasted for three days) dispersed and endangered the fleet, and obliged us, with great difficulty, to gain Porto Ferrara, in the river Elba, where we remained some days making preparation.

On the 5th of February we again sailed; but as the three-decked ships were not so well qualified for these narrow seas and dangerous coasts at this season of the year, Commodore Linzee, with three ships of the line and two frigates, was detached with the troops in transports; and on the 7th, in the morning, we anchored in an open and exposed bay adjoining to that of Mortello, which we wished to occupy, as it affords the best anchorage in the gulph of Fiorenzo. The same evening the troops were landed, consisting of the 2d battalion of the Royals, 11th, 25th, 30th, 50th, 51st, and 69th regiments, amounting to about 1400 men bearing arms.

As the enemy, beside the town of Fiorenzo, possessed several heights and points, in order to command the anchorage of the west side of the gulph it was necessary to dislodge them before the squadron could anchor in security; and these points in succession, on entering the gulph, were the tower of Mortello, the redoubt and batteries of the Convention, and the tower of Fornelli, with two considerable sea-batteries dependent upon it.

Expecting little opposition from Mortello Tower, and trusting from intelligence that we could approach near enough to that of Fornelli to attack it with light artillery, Lieutenant-colonel Moore was detached on the 8th with the Royal and 51st regiments, a small howitzer, and a six-pounder, to effect this purpose; but after a march of seven or eight miles, through a rocky, desert, and mountainous country, destitute of roads, and where the artillery was carried by a detachment of sailors, under Captain Cook; he arrived on the heights immediately above Fornelli, and then found that the distance was too great to hope for any effect from his small guns. The

same day we began from a commanding height, within 150 yards, to batter the tower of Mortello; but it was not till the 10th, after the attack made by the Fortitude and Juno, and after establishing an 18-pounder, two 9-pounders, and a carronade against it, that we were enabled to reduce it, and take an officer and thirty-two men prisoners.

During this time, having been enabled to examine the mountains that skirted the western part of the gulph, and which overlooked the enemy's posts (particularly the principal one, the redoubt of the Convention, which originally was, and by us was expected to be found, an open battery, but which, by indefatigable labour, they had now converted into a close work, mounted with twenty-one pieces of heavy ordnance, and which, from intercepted letters, they considered as the key of the whole, and of great strength), it appeared, that if heavy cannon could be established on points where the enemy had deemed it impossible to place them, that their works might be ruined, and then attacked to advantage.

This operation the officers of the navy cheerfully undertook; and, by the most surprising exertions of science and labour, from the 12th to the 16th, placed four 18-pounders, a large howitzer, and a ten-inch mortar in battery, on ground elevated at least 700 feet above the sea, and where every difficulty of ascent and surface had opposed the undertaking.

On the 16th, in the morning, we opened with two batteries of three pieces of artillery each. One of these, at the distance of 1000 yards, enfiladed the redoubt of the Convention, and the other, at the distance of 800 yards, took it in reverse. The redoubt itself was of a long narrow form, occupying the summit of a detached height, and about 250 feet above the sea.

Our fire was heavy and unremitting during the 16th and 17th; and, notwithstanding the gallantry of the enemy, both in serving their guns and in repairing their works, their fire was nearly overpowered. On the evening of the 17th, a fifth 18-pounder was brought up by the seamen, and a sixth was also placed on an advanced point near the shore, to prevent the two French frigates in the Bay from placing themselves in a situation to enfilade our proposed attack.

On the 17th, measures having been concerted, the 2d battalion of the Royals, 25th, 50th, and 51st regiments, under the command of Lieutenant-colonel Moore, were destined for the attempt; while the 11th, 30th, and and 69th remained in reserve. The troops marched in three columns, and having nearly equal distances to go over, moved at the same hour (half-past eight o'clock) in order to arrive at the enemy's works a little after the rising of the moon. Lieutenant-colonel Moore, on the right, with the 2d battalion of the Royals, commanded by Captain M'Kenzie, and the 51st regiment, came down on the advanced point of the redoubt; Lieutenant-colonel Wauchope, with the 50th, advanced towards its centre; and Captain Stewart, with the 25th, keeping close to the sea-shore, was directed to enter on the left and most commanding part of the work.

Notwithstanding the whole of the ground over which the troops marched was rocky, rough, and covered with thick myrtle-bushes, they approached the redoubt without the enemy being certain of their progress; and, under a very heavy fire, they arrived nearly at the same time at their points, rushed into their works, prevented more than two or three discharges of cannon being given, and, with their bayonets, drove the enemy down the steep hill which formed the rear of the work.

The judicious fire kept up from our batteries by Captain Wilkes and Lieutenant Duncan, jun. of the Royal Artillery, till the very moment of the attack, facilitated much the approach of the troops; and a false attack made by the Corsicans on Lieutenant-colonel Moore's right served also to engage and distract the attention of the enemy, who were not aware of the extent of their danger.

The loss of the enemy on the 16th and 17th amount to upwards of 100 men killed and wounded, and 10 officers (amongst whom was the commandant) and 60 men made prisoners, out of 550 men that occupied the work.

The conduct of Lieutenant-colonel Moore, of the several commanding officers, and of all the officers and soldiers under his orders, was firm and judicious, and merits every commendation.

The enemy being now reduced to their last post on the height of Fornelli, at about 400 yards distance, from which we were separated by a strong and deep ravine, fearing that their retreat would be cut off, abandoned them about midnight, crossed over to Fiorenzo, hauled off their frigates, and left us in possession of the tower and batteries of Fornelli, against which we otherwise must have placed cannon, and, in a delay of two or three days, probably have lost a number of men.

On the 18th the squadron anchored in perfect security in Mortello-Bay.

On the 19th, after taking measures for the march of the troops to the other side of the town, to cut off the enemy's communication with Bastia, a summons was sent to Fiorenzo to surrender. In the afternoon a negative answer was received; but, during the day, strong symptoms of a speedy evacuation were perceived.

One of the frigates having been sunk by our shot, the other was set on fire about four in the afternoon, when a boat came off to announce that the enemy had quitted the town. It was immediately taken possession of.

On the 20th, by a party sent out, we found that the enemy had evacuated several strong posts with cannon, which kept up their communications with Bastia, towards which place they have retired as far as the tower of Tichime, on a very high mountain, half way to that place, under which the road passes, and where they have cannon.

In this manner are we now masters of the fortress and gulph of Fiorenzo, which is the most important station in Corsica, divides the French posts, affords a safe harbour for a numerous fleet, and, from its commanding situation, with respect to the coast of France and Italy, is at this moment of peculiar importance. The weather during the whole time has been most remarkably propitious; had it been otherwise we could not have accomplished our undertaking.

The perseverance, spirit, and gallantry of the officers and men of every denomination, merit the highest praise. Unprovided as we are with many necessary articles of preparation, the service, at this season of the year, has been severe, but undergone with the greatest cheerfulness and good will. To Sir James S. Erskine, and all the officers of the staff, I am much indebted.

On this occasion, success has crowned the joint endeavours of the British arms. From the navy we have received the most effectual and essential assistance; their exertions have been wonderful and unparalleled. Commodore Linzee afforded us every support; and to the Captains Dickson, Young, Wolseley, Hood, Woodley, and Cook, and to the officers and men who so zealously acted under their command, we feel every sense of their efficacious aid.

In the course of the service we have derived essential assistance from the Corsicans assembled near us by General Paoli, to the number of about 1200. They have occupied advanced posts, and covered our flanks.

I have the honor to enclose returns of the killed and wounded (the loss has fallen chiefly on the brave grenadiers and light infantry of the Royal and 51st regiment, who were the first that entered the enemy's works); and also returns of the ordnance and stores taken in the town and several out-posts.

This letter will be delivered by Captain Hislop, deputy adjutant general,

an officer from whom I have received the most essential assistance, and whom I humbly beg leave to recommend as peculiarly deserving of any mark of the royal favour which his Majesty may be graciously pleased to confer upon him. I have the honour to remain, &c.

D. Dundas,

Right Hon. Henry Dundas, &c. &c. &c. Lieut.-gen.

[To be continued.]

HISTORICAL ACCOUNT OF THE BRITISH NAVY,

FROM 1793 TO THE END OF 1814.

THE Proprietor of the Naval Chronicle, in presenting the first portion of An Historical List of the British Navy, from the year 1793 to the end of 1814, agreeably to his pre-announced intention, deems it but an act of due justice to himself to state, that neither time, labour, nor expense have been spared, to render the List as complete and correct as possible; but he is nevertheless aware, that in an undertaking of so complicated a nature, a higher character for it cannot be assumed than that of an *approximation* to the truth, and should therefore feel extremely obliged by the correction of better authorities, in such instances of error as may have occurred through a deficiency of information in the circle of his research. On a subject so intimately connected with the glory of the British Empire, he trusts that such gentlemen as may have it in their power to contribute any information respecting the yards where ships have been built, their tonnage, &c.—loss, captures, or being broken up, &c. which may have escaped us, will readily transmit all such documents to the NAVAL CHRONICLE OFFICE, Shoe Lane, and they will be subsequently arranged as a Supplement.

ATLAS, 98.—*Built* at Chatham, 1782: length of gun-deck, 177 feet 7 inches; keel, 145 feet, 8¼ inches; breadth, 50 feet 2 inches; depth of hold, 21 feet; tons, 1950.—*Commanders*—Edmund Dod, 1795; Matthew Squire, March, 1797; Shuldham Peard, January, 1799; Theophilus Jones, April, 1799; reduced in 1802 to a 74; William Johnstone Hope, May, 1803; Samuel Pym (acting), July, 1804; William Brown, 1805: in Sir J. Duckworth's action, Feb. 6, 1806; (see Superb, and N.C. vol. xv. p. 254); present at the capture of l'Alexander, 84; le Jupiter, 74; le Brave, 74; and the destruction of the l'Imperial, 120, and the Diomede, 84: James Sanders, January, 1808; Admiral Purvis, and James Sanders, April 1808; James Sanders, June, 1809.

ALEXANDRE, 80, *F.*—Taken by Superb, Feb. 6, 1806. See Superb, vol. xv, p. 254.

AJAX, 80.—*Built* at Randall's Yard, Rotherhithe, 1798.—*Commanders.* James Hawkins Whitshed, January, 1798; John Holloway, June, 1798; John Pakenham, July, 1798; John Osborn, April, 1799; Hon. Alexander Forrester Cochrane, May, 1799: captured 9th Jan. 1800, the Avantageux, French privateer: John Bradby, March, 1802; Lord Garlies, June, 1804; Christopher Laroche (acting), March, 1805; William Brown, May, 1805: In Sir R. Calder's action, 22d July, 1805; see Prince of Wales, and vol. xiv. p. 163, and 168; present at the capture of San Rafael, 84, and la Firme, 74: Lieutenant John Pilford (acting), October, 1805: in Lord Nelson's action off Trafalgar, October 21, 1805; see Victory, and vol. xiv. p. 407, 422, 429, and 433; present at the capture of the Bucentaur, 80; Achille, 74; Swiftsure, 74; Fougeux, 74; Indomptable, 74; Berwick, 74; Aigle, 74; Intrepide, 74; Redoubtable, 74; Algeziras, 74; Bahama, 74; San Ildefonso, 74; San Juan Nepomucino, 74; Monarca, 74; Francisco de Asis, 74; El Rayo, 100; Neptuno, 84; San Augustin, 74; Santissima Trinidada, 140; Argonauta, 74: Hon. Henry Blackwood, Jan. 1806; burnt Feb. 1807, by accident; see vol. xvii. p. 320; court martial, vol. xvii. p. 378.

AJAX (2d), 74.—*Built* by Wells, Blackwall, May, 1809; length of gun-deck, 176 feet, 3 inches; keel, 144 feet, 11 inches; breadth, 47 feet, 9 inches; depth, 21 feet; tons, 1761.—*Commanders*—Robert Waller Otway, June, 1809; vol. xxiv. p. 429; Destroyed, in company with Kent, Cambrian, Sparrowhawk, and Minstrel, a French ketch, (name unknown), 14 guns, 60 men; 2 xebecs, 3 guns each, and 30 men; vol. xxv. p. 155; captured, in company with the Unité, the Dromedaire, French frigate-built ship, vol. xxv. p. 427: James Brisbane, April, 1811; Sir Robert Laurie, October, 1811; Robert Waller Otway, June, 1813: captured l'Alcyon, French national brig, 16 guns, 120 men; vol. xxxi. p. 348: George Mundy, October, 1814.

ABERCROMBIE, 74, *F.* (former name, HAUTPOULT).—Taken April 17, 1809, by Neptune, Pompée, Castor, Latona, Recruit, and Hazard; see vol. xxi, p. 435. She is a very beautiful ship, the cells of her lower-deck ports are 6 feet 2 inches from the water's edge, being a greater height than any other ship in the navy; tons, 1908; vol. xxiv. p. 103.—*Commanders*—Charles Napier, June, 1809; John Richards, September, 1809; Commodore William Charles Fahie, December, 1809; destroyed, 18th December, 1809, in company with the Pompée, Sceptre, Alfred, Alcmene, Blonde, Perlen, Thetis, Castor, Freija, Pultuck, Observateur, Cygnet, Ringdove, and Hazard, the Loire, 40, and la Seine, 40; vol. xxiii. p. 168 and 431.

ABOUKIR, 74, *F.* (formerly AQUILON.)—Taken August 1st, 1798, by Vanguard; vol. i. p. 44 and 84.—*Commander*—Thomas Bowen, 1798: broken up.

ABOUKIR (2d), 74.—*Built* at Brindley's, Frinsbury, in 1808.—*Commanders*—George Cockburn, March, 1808; Percy Frazer, April, 1808; George Parker, May, 1808; Norborn Thomson, September, 1813; captured at Genoa, April 18, 1814, in company with America, Caledonia,

Edinburgh, Boyne, Union, Prince of Wales, Pembroke, Berwick, Curaçoa, Rainbow, Pylades, Iphigenia, Furieuse, Cephalus, and Swallow, the Brilliant, 74; Coureur, 18; Renard, 18; Sphynx, 18; and Endymion, 16; and a 74 unnamed on the stocks; vol. xxxi. p. 502.

[To be continued.]

NAVAL HISTORY OF THE PRESENT YEAR 1817.

(June—July.)

RETROSPECTIVE AND MISCELLANEOUS.

ON the subject of Barbaric faith, our sentiments have been delivered in terms sufficiently explicit. It is reported, and perhaps truly, that the Pasha of Tripoli ordered summary justice to be executed on the captain of a corsair, who had violated the treaty in the capture of a British vessel; but this does not lessen the necessity of an imposing naval force to prevent the recurrence of such acts of aggression and punishment. The other powers, however, look to the co-operation of England, to head the confederacy, who, disgusted by the general exclusion of her manufactures, is, we are told, indifferent to the protection of foreign commerce from Barbaric piracy—while her own is thus excluded. This indifference, it appears from the following statement, is particularly directed toward the German States :—

"It is said to be the intention of the German kingdoms and principalities to apply to Great Britain, that the English Navy may put down the African piracies which every where destroy German navigation. It is notorious, that the manufacturers of that empire have been extremely zealous, in order to prevent the introduction of British manufactures into their territories. Under these circumstances, we are told that ministers have determined not to interfere for the protection of German navigation, until some commercial treaty be arranged, by which all prohibitions will be withdrawn with regard to our manufactures."

A long extract of the New Naval Regulations has appeared in the *Times*, which so far as they go, bear a character of judgment and equity—they will be inserted in our next Number.

It is with much regret we state the truly unfortunate termination of the Embassy to China, by the loss of his Majesty's ship Alceste, Captain Murray Maxwell, shortly after she had left Canton, on her return home. The following letter from an officer who belonged to her, has been obligingly sent to us :—

"*Batavia, March* 3, 1817.

"The Alceste was lost on the 18th of February, on a sunken rock, near Pulo Leat, or Middle Island, in the Straits of Gaspar—every person saved. On the following day the Embassy left Middle Island, in a barge and cutter, and got safe here on Sunday the 23d. Two ships left this on Monday

morning the 24th, and, accompanied by our two boats, are gone to bring Captain Maxwell, the other officers, and crew, to this place. We (who have arrived here) have saved only a small parcel each; but some things are saved on the island, which is uninhabitable. For the sake of those friends in England, put into the *Telegraph*, that *all are saved*, and were pretty well on the 24th ult. when we left them: we expect them here the day after to-morrow. An American takes this, bound to Holland. The remaining English at this place, and Dutch Governor, make it very pleasant to us unfortunates. Lord Amherst and all, are well here, consisting of 18 persons: the other 29 that arrived, are gone back in the boats, as before stated."—(*Plymouth Telegraph.*)

The ship Dowson, M'Donald, from Bengal, touched at Ascension on the 23d of May, and learnt, that the American ship mentioned in the above letter, had called there, and reported, that the Alceste was run upon a coral rock, at day-light, when going at the rate of seven knots, which occasioned her almost immediately to sink, and prevented the possibility of saving scarcely a single article. We hope, however, from the tenor of the letter, that, at least, the records of the Embassy have been preserved.

Accounts received from America represent trade to be in a most deplorable state, and that the failures have been so extensive, as to cause a general gloom to prevail throughout the United States.—Mr. Cobbett, however, finds America a very comfortable country, and provisions cheap and plentiful.—*Audi alteram partem :*—

A letter to a respectable merchant of Birmingham, dated Boston, June 4, says—" I am sorry to hear the distress you have in England, but I assure you, though I know the people in your country will not believe it, that most of the provisions are a third part dearer in the sea-ports of America than in London, except flour, and that was 15 dollars a barrel nearly all the winter, and bread one-fourth dearer than in London. Provisions were never known so dear as they were last season. We have scarcely had any good beef; and, bad as it has been, the average price was 10d. per lb. and mutton half a dollar, or 2s. 3d. which, when I was in Birmingham, was only 6d. per lb.—But here they never complain, for fear the world should not think them happier than in any other country. Many mechanics have lately come from England, and numbers of them are in a wretched state, as they cannot get employ. I think your government ought to put a stop to emigration, or take means to inform the public of the state of this country, which, at this time, is more over-stocked with manufacturers than Great Britain."

The South American Insurgent privateers, *alias* pirates, make wise exceptions in their predatory course, and only attack the ships of those countries who are unable to protect them. The flags excepted are those of North American, British, Swedish, Russian, French, and Danish.

An article from Berlin mentions, that in spite of the associations against the use of English manufactures, they have a considerable sale, in consequence of the lowness of their prices.

A METEOROLOGICAL JOURNAL,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From June the 24th, to July the 24th, 1817.

1817.	Winds.	BAROMETER. Max	Min.	Med.	THERMOMETER. Max.	Min.	Med.	Evap. in In. &c.	Rain in In. &c.	
		In.	In.	In.						
May 25	W.b.N. to W.S.W.	30·12	30·08	30·100	75°	55°	65°	—	—	
26	W. to S.	30·01	29·90	29·955	78	58	68	—	.16	
27	S.S.E. to W.	29·75	29·72	29·735	77	54	65·5	·80	.08	○
28	W.S.W.	30·03	29·88	29·955	71	52	61·5	—	—	
29	S.b.E. to S.E.	30·12	29·96	30·040	71	56	63·5	—	·17	
30	W.S.W.	29·97	29·84	29·905	68	52	60	·80	—	
June 1	E.S.E. to S.W.	29·87	29.64	29·755	66	56	61	—	·39	
2	S.W.	30·07	29·82	29·945	68	54	61	—	—	
3	E.b.S. to S.W.	30·08	29·82	29·950	70	55	62·5	·40	·06	
4	S.W.	29·78	29·70	29.740	68	54	61	—	·05	
5	N.W. to W.	29·85	29·72	29·785	71	55	63	—	·27	
6	S.W.	29·90	29·86	29·880	68	53	60.5	·45	—	☾
7	S.W. to W.b.S.	29·97	29·94	29·955	68	55	61·5	—	—	
8	W. to W.S.W.	30·04	30·03	30·035	70	50	60	—	—	
9	W. to S.E.	30·03	30·00	30·015	73	53	63	·65	—	
10	S.E. to S.	29·95	29·91	29·930	72	56	64	—	·21	
11	S.S.W. to W.S.W.	29·96	29·92	29·940	70	54	62	—	—	
12	W.N.W. to N.E.	30·13	30·01	30·070	72	52	62	·50	·09	
13	W.b.N. to S.W.	30.14	30·01	30·075	69	50	59·5	—	·32	
14	W.	29·82	29·76	29·790	67	51	59	—	·58	●
15	W. to N.b.W.	29·48	29·32	29·400	66	47	56·5	·30	·08	
16	N.b.W. to N.W.	29·97	29·81	29·890	66	47	56·5	—	—	
17	W.N.W. to S.W.	30·05	30·00	30·025	68	52	60	—	·10	
18	N. to N.W.	30·04	29·90	29·970	67	46	56·5	·40	·03	
19	N.N.W. to W.b.N.	30·14	30·12	30·130	67	49	58	—	—	
20	W. to S.W.	30·16	30·14	30·150	69	55	62	—	—	
21	S.b.W. to W.S.W.	30·07	29·96	30·015	72	57	64·5	·45	·16	☽
22	S.W.	29·99	29·93	29·960	70	55	62·5	—	—	
23	N. to W.b.N.	30·16	30·04	30·100	71	51	61	—	·28	
24	W.b.S. to S.b.W.	30·22	30·20	30·210	69	56	62·5	·45	—	
		30·22	29·32	29.937	78	46	61·4	5·20	3·03	

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

RESULTS.

		Inches.		
BAROMETER	Maximum..	30·22	July 24th,	Wind S.W.
	Minimum..	29·32	Do. 15th,	Ditto W. by S.
Mean barometrical pressure		29·937		
Greatest variation in 24 hours		·60		
Range		·90		
Number of Changes........		18		
THERMOMETER	Maximum..	78°	June 26th,	Ditto South.
	Minimum..	46	July 18th,	Ditto N.W.
Mean temperature of the Atmosphere		61·4		
Greatest variation in 24 hours		23		
Range......................		32		
Evaporation during the period		5·30	Inches.	
Rain, ditto		3·03	Do.	

Prevailing winds, westerly: they have chiefly blown from a wet quarter, and have not deviated much from the southerly and westerly points; the result has been a vapourous atmosphere, and frequent though not very heavy showers of rain. The mean temperature is rather low for July, the thermometer not having yet rose to summer heat within 3°. The evaporation too, will be found less than that in our last Meteorological Table.

REMARKS ON THE WEATHER.

June 25. A low thick mist, from 7 till 10 A.M.: when it was dispersed by a light breeze from the N.W.: the remainder of the day and night fine, with *cumuli* capped, and *cirrocumuli*: some distant flashes of lightning at 10 P.M.

26. Overcast till 9 A.M. when *cumuli* appeared in the North and East: P.M. dense *cirrostratus* below *cirrocumulus*, followed by rain and lightning through the night.

27. A fine morning: P.M. as the preceding, except the lightning.

28. A.M. *Cumuli* and *cirrostrati* below ramified and plumose *cirrus*: P.M. a clear sky, and a strong westerly breeze.

29. *Cumuli* and *cirrocumulus*, and a brisk wind: at 2 P.M. haze in the upper medium, upon which a solar halo 44° in diameter was well formed, and a corona within it till 4, when the vapour descended in large sheets of *cirrostratus*, followed by rain.

30. A.M. as the preceding: P.M. *cirrostrati* and a fresh breeze: a fine sun-set, and a copious fall of dew in the night.

July 1. At 7 A.M. rain, followed by large *nimbi*: at 3 P.M. a strong gale of wind from the S.W. and a tempestuous night.

2. Overcast till 10 A.M., when *cumuli* and *cirrostratus* appeared: the gale continued till after sun-set.

3. *Cumulostratus* early, and at 11 A.M. *nimbi* and rain: from 5 till 10 P.M. low dense electric clouds, and reverse winds, with an appearance for thunder.

4. Overcast with low *cirrostratus*, and a strong breeze: at 11 A.M. *cumulostratus* below *cirrocumulus*, and a light gale from the S.W.: a fine afternoon, and rain in the night.

5. Overcast and rain early: at 11 A.M. *cumuli* and *cirrostratus* below *cirrus*; and at 12, large *nimbi* with smart thunder showers: the afternoon and night turned out fine.

6. A.M. as the preceding: P.M. fine, with *cumuli* and *cirrostrati*, and a strong breeze from the S.W.

7. *Cumulostratus* till 11 A.M.: in the afternoon, lofty *cloud-capped* clouds stretching East and West, and a fresh breeze from the S.W.: a fine day.

8. An inosculation of *cumuli* and *cirrostrati* at 8 A.M. and at 11, linear *cirrus*: P.M. *cirrocumulus*: at 7, the upper part of a large solar halo appeared on a thin haze, the lower part was hid, on account of the Sun's being within 18° of the horizon: some passing clouds and much dew in the night.

9. *Cirrus* early; at 8 A. M. calm, and distant *cumuli*: and at 12, undulated *cirrostratus*: P.M. fine, with much *cirrocumulus* and an increased temperature.

10. A.M. *Cirrocumulus* and *cumuli*, and a brisk wind from the S.E.: P.M. *cirrostratus* and *nimbi*, with frequent showers, and sunshine at intervals—a few flashes of lightning from the East in the evening.

11. *Cumulostratus* below *cirrus,* and a light breeze: P.M. *cumuli* and a strong breeze: at 10, a meteor darted from under a large *cirrostratus* cloud through a space of about 40° westward of the zenith; it appeared to be of the size of Jupiter, had an inclination to the horizon of about 15°, and left a long train behind it resembling the sparks of fire from a squib in motion.

12. A.M. as the preceding: P.M. *cumuli* capped in all quarters; afterwards *nimbi* and showers: at 11, the *Via Lactea,* or Milky Way, very bright with telescopic stars from the N.N.E. to the S.S.W. horizon: a clear night.

13. *Cirrocumulus, cirrostratus,* and *cumuli* till 10 A.M.; afterwards a close vaporous air till 3 P.M., followed by distant thunder, *nimbi,* and driving showers.

14. Overcast and rain till 8 A.M., then sunshine and various modifications of clouds: P.M. as the preceding, with light gales of wind.

15. Frequent showers and a strong westerly breeze, with sunshine at intervals: P.M. *nimbi* and other modifications of clouds, with smart showers, rainbows, and a stiff breeze from the North; also a rapid depression and a quick return of the mercury in the barometer.

16. A blue sky, and windy till 8 A.M.: at 9, attenuated *cirrostrati* from the North: at 11, *cumulostratus:* P.M. fine, with *cumuli* capped, and a light shower at 5: a fine sun-set, when the crescent of the new moon appeared in the West: a clear night and much dew.

17. A fine morning: at 12, an electric compound appearance of the clouds, and two currents of wind crossing each other at right angles: P.M. short showers of rain, and sunshine at intervals.

18. A.M. overcast with *cumulostratus:* P.M. large lofty *nimbi,* with showers, but fine at intervals: last night the thermometer sunk to 46°, the lowest temperature since the 14th ultimo.

19. Attenuated and undulated *cirrostratus,* below *cirrus,* with faint sunshine, and a brisk wind in the afternoon: a fine night.

20. A.M. fine, with *cirrus* and *cirrostrati:* P.M. overcast with *cumulostratus:* a light shower at 10 o'clock.

21. Overcast till 10 A.M., when *cirrostrati* appeared: at 1 P.M. *cirri* from the S.W., the southern edges of which, on approaching the sun, exhibited many prismatic colours as bright as those of the rainbow; when in the zenith, they passed to *cirrocumuli* in an azure sky: rain and wind in the night.

22. As yesterday morning till 9 A.M.: the remainder of the day fine, with *cirrostratus* below linear and plumose *cirri,* and a succession of large *nimbi,* with distant showers, and a light gale from the S.W.: at 9 P.M. a shower, and a cloudy night.

23. Low close *cumulostratus* till 12 A.M., and distant thunder: P.M. heavy showers from large *nimbi,* and a perfect rainbow in the East at 5 o'clock: the night as the preceding.

24. A fine serene day, with various modifications of clouds from *cirrus* to *cumulostratus*: the night as the preceding.

The Wheat in and about this neighbourhood looks plentiful, and remarkably large in the ear; the Barley also looks fine, and is filling very fast. Our Farmers now only want about three weeks of settled sunny weather to enable them to commence the corn harvest.

The good crops of Hay have been got in favourably between the showers. Every description of fruit is far more abundant than we could possibly have anticipated from the appearance of blights at the latter end of May.

A Reply to the Suggestion of the Clerk of the Weather-Office.

MR. EDITOR,

FROM the suggestion of *A Clerk of the Weather-Office,* in your last Number, of representing the various modifications of clouds on a copper-plate, we beg leave to say that we will give it a thought. We agree with him that it is somewhat difficult to understand the bare explanation of the Nomenclature of Clouds, especially from a single glance, or a cursory view of the definitions alluded to in vol. 37, p. 174, of the Naval Chronicle; for it requires some practice in observing their formation, heights, and densities, before an observer can readily and correctly register their distinct appellations. We will quote the reply of one of our greatest Meteorologists on this subject, which is as follows: "*I prefer that a Student in this science should make himself master of the principles by the definitions, and apply them to what he sees in nature for a while, rather than be guided by forms, which admit of so great latitude, that it is not possible to guard him by drawings against mistaking one from the other at first.*" Hence we doubt that a simple Engraving of each Modification would be of much assistance to young Meteorologists. The difficulty, however, may soon be surmounted by frequently observing, and attentively perusing Mr. Luke Howard's Essay on the Clouds, published on the 30th vol. of Nicholson's Philosophical Journal, for September, 1811; or in Rees's Cyclopœdia, under the article Cloud.

N. A. G.

Promotions and Appointments.

Captains, &c. appointed.

Right Hon. George Rose is appointed one of the Directors of Greenwich Hospital.

Lieut. J. P. Parkin, Robert R. Felix, and J. C. Heaslop, are promoted to the respective rank of Commanders.

Lieut. Moore, late of the Royal Sovereign yacht, who so gallantly saved the lives of several Frenchmen at the entrance of Calais harbour, as particularly detailed in the Moniteur, is promoted to the rank of Commander.

Captain Miller Worsley is appointed Inspecting Officer of Preventative Boats in the Isle of Wight, *vice* Samuel Grove, deceased.

For the Prince's order for Capt. Bentham to wear the Sardinian Order of St. Lazarus, &c. See Gazette.

Edward Pownoll, Esq. late Storekeeper at Gibraltar, to be Clerk of the Survey at Plymouth, *vice* Edgecumbe removed to Norwich

Lieutenants, &c. appointed.

Lieut. Samuel Mottley is appointed to command the Hardwicke Revenue Cruiser; Lieut. John Bowie, to the Minerva Revenue Cutter; John Morrell to the Richmond; John Eveleigh, to the Whitworth; and John Pearce, to the Wickham.

Lieut. G. G. Stewart, to the Ramillies; B. Bayntum, to the Salisbury; E. B. Stewart, to the Saracen; W. G. Martin, to the Bulwark; S. King, to the Heron; Allen Field, to the Ister; Charles B. Louis, to the Impregnable.

B. Bonifant, to be Flag Lieutenant to Vice-Admiral Pickmore in the Sir Francis Drake; W. C. Courtney, to the Tigris; Thomas Sherwin, to the Starling; Charles G. Griffin, to the Swan; Lieutenant Appleby, to the Queen Charlotte.

Lieutenant Busby has been left in command of the vessels on Lake Erie, in Canada; Lieut. Kent, of those on Lake Huron; Captain Montresor, of those on Lake Champlain; and Commodore Sir Robert Hall, and Lieuts. Stevenson and Hanby, to the command of H.M. ships and vessels on Lake Ontario.

Mr. Josiah Oak is appointed Master of the Royal George yacht.

James Ruddall, to be Purser of the Blossom; and George Wallis, to the Brazen.

Mr. E. Wilkes is appointed Surgeon of the Florida; and Charles Carter to the Britomart.

John Gilchrist to be Assistant-surgeon of the Alban.

Chaplains appointed.

Rev. Thomas Morgan, late Chaplain of the Royal Hospital at Haslar, is appointed Chaplain of the Dock-yard at Portsmouth, *vice* Dr. Scott, dismissed.

Rev. Wm. Jones, of the Llandevey, is appointed Chaplain of the Royal Hospital at Greenwich, *vice* Cooke, retired.

Rev. Charles Arthur Sago, to be Chaplain of H.M.S. Albion.

Rev. Robert Willis to be Chaplain of the Pactolus.

Rev. W. J. R. Harwell, to be Chaplain of the Pique.

Captain Blachford, of H.M. sloop Jalouse, is dismissed the naval service.

MARRIAGES.

Lately, S. Mitchell, R.N. to Charlotte Jane, only daughter of the Rev. Digby Smith, of Worcester.

Lately, at Edinburgh, Count Flahault, Aide-de-Camp to Buonaparte at the Battle of Waterloo, to the Hon. Miss Elphinstone Mercer, of Aldie, daughter to Admiral Right Hon. Lord Keith.

Lately, at Plymouth, Lieut. Lapidge, R.N. to Miss Elliot, of Kingsand.

Lately, Robert Ackland, Esq. to Caroline, daughter of Vice-Admiral Sir Charles Tyler, K.C.B. of North Down, Pembroke.

May 2. At Halifax, Nova Scotia, Charles Martyr, Esq. of Halifax, Nova Scotia, to Miss M'Lean, daughter of Major M'Lean.

June 22. Lieutenant Joseph Luddington, R.N. to Mary, second daughter of the late Joseph Brown Bunce, Esq. of Stonehouse.

24. At Tewkesbury, Lieutenant Spalding Mitchell, R.N. to Charlotte Jane, only daughter of the Rev. Digby Smith, of Worcester.

26. Edward Knowle, Esq. of the Navy Office, to Esther, daughter of —— Stone, Esq. of Hall-Place, near Dartford, in Kent.

30. At Titchfield, Lieutenant Walter Leslie, R.N. to Miss Elizabeth Danford, of the same place.

— Captain Wilson, R.N. son of the late Judge Wilson, of Stow, near Kendal, to Dorothy, daughter of Charles Gibson, Esq. of Queremere Park.

July 12. At St. George's, Hanover-square, the Hon. Orlando Bridgman, second son of the Earl of Bradford, and Aide-de-Camp to Lord Hill, and Brother of Captain Hon. C. O. Bridgman, of the Icarus, to Selina, fourth daughter of the Hon. General Needham, of Waverly Park, Huntingdonshire.

17. Lieutenant P. Godfrey, R.N. son of Major Godfrey, to Augusta Maria, second daughter of J. March, Esq.

20. At Alverstoke, by the Rev. Mr. Morgan, Chaplain of H.M. Dock-yard at Portsmouth, Captain Burney, of the 44th Regt. to Miss Diana B. Somerville, youngest daughter of Hugh Somerville, Esq. Purser, R.N. of Mount Pleasant, Devon.

DEATHS.

Lately, Mr. Reeves, late gunner with Lord Nelson in the Victory.

Lately, at Saltash, near Plymouth, aged 91 years, Mr. Tucker, father of Benjamin Tucker, Esq. late Secretary to the Admiralty, and at present Surveyor-General of the Duchy of Cornwall, and of J. Tucker, Esq. one of the Surveyors of H.M. navy.

Dec. 9. In India, Mr. R. B. Sanderson, surgeon of H.M.S. Orlando. Date of Commission, April 11, 1811.

April 16. At Buckland, Devon, Mr. Charles Frederick Gordon, late surgeon of the Royal Hospital at Haslar, at the advanced age of 97 years.

17. At Plymouth, Lieut. Samuel Grant, R.N. aged 25 years.

20. At Brompton, Eliza, the wife of Captain W. C. Fahie, R.N.

— On board the Royal Sovereign, at Plymouth, Lieutenant J. H. Talbot, R.N. employed in the service of the Ordinary at that Port. Commission dated 4th of April, 1796.

21. At Poole, Dorset, Captain Matthews, of the Royal Marines. Date of Commission, 13th of April, 1809.

May 5. At the house of her father in Somerset-place, aged 25 years, Susan Boone, daughter of J. D. Thompson, one of the Commissioners of H.M. navy.

16. In the 33d year of his age, off Cape Finisterre, Captain Robert Preston, of H.M.S. Euphrates. Date of Commission, 27th of Jan. 1810.

25. At Chelsea, Mrs. Mary Wainwright, aged 80 years, relict of the late Captain Wainwright, R.N. and mother of the present Captain Wainwright.

BIOGRAPHICAL MEMOIR

OF

CAPTAIN WILLIAM LAYMAN,

OF THE ROYAL NAVY.

(Concluded from page 18.)

CAPTAIN LAYMAN's attention and research having been engaged both at home and abroad to the means of supporting the material of the navy, ever since the elaborate Report of the Commissioners of Woods and Forests, &c. printed by order of Parliament, in 1792, stating—" That such is the present state of the growing timber, and the prospect of future supply, that this country will in all probability experience a *fatal* want of great oak timber, and become dependent on other powers for the means of supporting her navy, if care be not taken to provide a supply in future, and to reduce the consumption of it, by the utmost care and frugality in the expenditure." In 1797, when the scarcity attracted the attention of the best informed men, Captain Layman presented to his Majesty's ministers his observations, in a memoir on the subject of supply; and in 1799, when the well-grounded apprehension of a want of good naval timber began to be realized, he was desired to state more particularly the superiority of Malabar teak to any other ship timber. In the following year, when the inferior quality of foreign timber used in our ships of war foretold speedy decay, Captain Layman endeavoured to show the impolicy and weakness of such dependence on other nations, when we had the power to obtain in our Eastern Provinces the best ship timber in the world; and as our ships of war were then getting very defective, and as supply was absolutely necessary, he submitted a Plan to Earl St. Vincent, in 1800, for building ships of war of *Malabar Teak*, to commence by constructing not only a frigate, but a line-of-battle ship, of 2000 tons, at Bombay; Captain Layman having gone upwards of 500 miles in one instance to ascertain the means. Mr. Philip Dundas, then superintendant of

the marine at Bombay, having reported the measure impracticable. With this Plan, Lord St. Vincent was so well pleased, that he sent it to Earl Spencer. As from the badness of the crop in the season 1800, great distress was created in the country from a scarcity of bread, and the apprehended rupture with the Northern Powers had not only raised naval stores to a great price, but rendered them difficult to get, Captain Layman suggested to Lord St. Vincent, and by his Lordship's desire submitted in writing, the propriety of restricting ships of war and Indiamen to their receiving on board more bread, flour, or naval stores, than was necessary for the passage out, as they could be supplied in India with better bread, at a much cheaper rate. Lord St. Vincent having sent the suggestions to Earl Spencer, then at the head of the Admiralty, his Lordship forwarded it to the late Lord Melville, who having shewn it to a friend of his, Captain Layman received the following communication, dated 20th February, 1801:—

"I saw a letter some time ago, which you wrote Earl St. Vincent, and it was by him transmitted to Lord Spencer, on the subject of the unnecessary stores and provisions carried out to India. Your friends who had the perusal of it, thought it did you great credit."

"I trust that now Lord St. Vincent is at the head of the Admiralty, the plan of building ships at Bombay, according to your ideas, will speedily be put in practice, for surely it is much wanted."

Some time after, Lord St. Vincent having seen the Chairman and Deputy Chairman of the East India Company, orders were sent out to build ships of war at Bombay, and the country has already obtained a small squadron of durable ships: that the ships first built did not possess the essential properties for ships of war, does not take from any merit of the project, as it was the effect of wrong-headed direction in the execution; as when Captain Layman mentioned what was necessary for the completion of the plan to Lord St. Vincent, at the Admiralty, his Lordship observed, "*I believe you know more about the subject than any other person.*" And as farther proof of the obduracy pursued, when Captain Layman went one morning to breakfast with Lord Nelson, his Lordship said, jocosely—"Well, what have you been about, letting other people suck your brains, to get all the credit."—"Why, my Lord, I do not think they are disposed to give me more than I deserve."—"But, seriously," says his Lordship,

"as I do not think you have been well treated, I went yesterday to the Admiralty about you."—"I am much obliged, my Lord." "Indeed you are not: before going to the Earl, I thought it better to speak to ********** upon the subject; and on my observing to him, that from the conversation I had had with you, I thought you should be farther consulted, or the plan might be marred, he flew out in his way, and said,—'where did you get your knowledge, he knew more than you did?'—In fact, as I found he would not let any body know any thing but himself, and I knew he would upset whatever I might say to the Earl on the subject, I came away in disgust; so you are not obliged to me." On Captain Layman's saying, "I am equally obliged by the intention," Lord Nelson shook his head, significantly, and observed, "Ah, never mind, I may be at the head of the Admiralty some time or other, and if ever I am, I will try your plan of building ships at Bombay, as the fittest person to execute a plan is the man that made it;" which declaration was afterwards publicly repeated to Captain Layman at Merton. This perversity was the more to be regretted, as its effect appears by a letter from Sir Samuel Hood to Captain Layman, dated from the Minden, the first line-of-battle ship built at Bombay, from the Culloden, of 1655 tons:—

"DEAR SIR, "*Minden, Madras Roads, 25th Sept.* 1814.

"On my return from the Eastern Seas, I had the honor to receive your letter, and the *Precursor* to an exposé on forest trees, &c. as connected with the maritime strength of Great Britain, &c. which accompanied it, I thank you for the same.

"I am much gratified at the perusal of your hints on naval improvements. I hope to be in England the latter end of next year, when I shall be happy to inspect your improvements on ship timber.

"If I had my will, I would burn every ship that has *already* been built at Bombay for his Majesty's service; they neither can escape or catch an enemy, and certainly are not fit for men of war, and only a burthen to the country. The Salsette chased an American privateer *three days.* Owen Glendower caught her in 10 hours the very next day.

"Your's, faithfully,

"*Captain Layman, R. N.*"

* The country was shortly after deprived of Sir Samuel Hood's valuable services, he died at Madras, 24th December, 1814.

Such was the general defective state of our ships of war in 1804, that Lord Nelson observed with great concern to Captain Layman, that without better ships the navy would be ruined, and pointed out from the stern gallery of the Victory, several in the squadron, that but for the spirit and skill of their commanders, would be obliged to be sent home, although the force could ill admit it, adding, "I should break my heart if the French were to come out, and I was not able to pursue them."

In May, 1805, it was stated in the House of Peers, by the late Lord Melville, that when he entered on his office at the Admiralty, and desired a return might be made of the state and condition of the ships of the line, it appeared, there were

37 which *probably* might last 5 years.
27 .... 3 ditto.
17 as fit only for home or limited service.
—
81 total ships of the line in commission, or at all sea-worthy.

Adding, this report (made by the Surveyors of the Navy) was drawn up in rather too favorable a manner, as those put into commission only sufficed to replace those which had been put out of commission, in consequence of being unfit for farther service.

In May, 1806, it was stated in the House of Commons by Lord Grey, then at the head of the Admiralty, "That the present state of the navy was by no means such as could be desired."

This defective state of the ships composing the navy went on from bad to worse; as several line-of-battle ships, built between that period and 1811, proved in a state of decay in two or three years; amongst which, the two that had made the greatest progress were built in the King's yards, and when the *acmé* of the system was exemplified, in the building of the Queen Charlotte at Deptford, which ship was in a state of great rottenness in less than twelve months after launching. Captain Layman extended his experiments from timber to forest trees when standing, on the principle, that the juices or blood of a tree being, like the blood of an animal, essential to vitality, but tending to corruption immediately after dissolution; and having succeeded, by actual experiment, in removing the cause of premature decay, as well as having increased the strength of the timber, Captain Layman considered it his duty to offer to the First Lord of the Admiralty a communi-

cation of a discovery so important in its consequence as the means of increasing the duration and strength of ships of war; but as in one instance an attempt had been made to deprive Captain Layman of any merit of his plan for building *line-of-battle ships* of Malabar Teak; and in another case an endeavour made to rob him of his suggestion for substituting industrious free labourers instead of slaves, it was incumbent on him to guard against any misuse being made of the disclosure of his discovery. This proposal will be best understood by the following correspondence:—

Copy of Correspondence on the Discovery relative to preparing Forest Trees for immediate use, and increasing the Strength and Duration of Timber.

No. I.

MY LORD,

The late Lord Melville, when at the head of the Admiralty, having been pleased to encourage a Plan I had suggested for arming cruisers in the Straits of Gibraltar, by ordering the Raven to be fitted for that service in the manner I had proposed, fitted with circular traversing flank guns, and Chinese sculls, and appointing me to the command: which vessel having been unfortunately lost, and the circumstance attending the loss not fairly brought before the court martial, a very harsh sentence was passed upon me; I take the liberty of enclosing to your Lordship the copy of a letter from the commander-in-chief, the late Lord Nelson, to whom the misstatement was fully known; trusting that it will not be considered an unfavorable introduction of me to your Lordship.

" *Wimbledon, 16th June,* 1806.

" Lord Melville presents his compliments to Captain Layman, and has great pleasure in sending him the enclosed letter, in compliance with his request."*

The particular object of my present application is to represent to your Lordship, that I had frequent confidential conversations with the late Lord Nelson on naval matters, particularly the evils which arose from the short duration of our ships of war, and the desirable object of obtaining an ample supply of more durable timber: it was intended by his Lordship that I should communicate with the late Lord Melville on these points, and on the means of bringing the resources of Malabar into action; being subjects which it is well known the active mind of that distinguished character was most ardently engaged; but as the late Lord Melville was not in office when I reached England, the intention was frustrated. The subject, however, must be admitted to be of the greatest national importance, both in point of maritime strength and finance. I have therefore been preparing a memoir, with a view of having the subject brought before Parliament; but

* See page 15.

as your Lordship may perhaps deem the matter deserving of previous investigation, I beg leave to state, that if proper encouragement is given, I shall be happy to lay before your Lordship the most valuable and important information; having, from observation and actual experiments, ascertained a mode by which the strength of *all* timber may be much augmented and preserved from decay, and thereby the duration of ships much increased, which may be readily proved, by the building of a frigate as a test.

To Robert Viscount Melville, First Lord of the Admiralty. W. Layman.

Answer to No. I.

SIR, *Admiralty*, 11*th April*, 1812.

I have received your letter of the 9th instant, enclosing a most satisfactory one from the late Lord Nelson, and I shall be happy to receive any communication you may have to make on the subject of your experiments on timber.

To Captain Layman. (Signed) Melville.

No. II.

MY LORD, *April* 18, 1812.

I was honoured with your Lordship's letter on the 14th instant, inviting me to communicate my experiments on increasing the strength and duration of timber; and in consequence beg leave to enclose a PROSPECTUS,* containing the heads of the information I shall be enabled to lay before your Lordship.

This subject has been the principal object of my research, both at home and abroad, for many years; and all the knowledge I have acquired, from observation and study, of a matter so closely combined with the maritime strength and finances of the United Kingdom, I am ready to communicate freely for the benefit of my country; and which I should prefer to any gain I might derive from an exclusive patent, or by imparting the invention to other nations. But as every one has a fair and just claim to expect that his talents or his industry should be rewarded, in proportion to the advantages which the public or individuals derive from them, I trust it will not be considered by your Lordship as improper on my part to premise, that before I make any disclosure of this discovery, I shall hope to receive some assurance, that if the principle of the plan proposed is approved, I may rely upon receiving public recompense by promotion, and such suitable employment, as under the direction of the Lords Commissioners of the Admiralty, may successfully effect the great and desirable object of extricating the country from dependence on foreign powers for the means of supporting our navy, by reducing the consumption of timber to the least

* The substance of this Prospectus is inserted in Nicholson's Philosophical Journal, for May, 1813; and the accompanying paper, No. II.

possible expenditure, and by increasing its duration, &c.; as well as providing within ourselves a future permanent supply, equal to such expenditure.

To Robert Viscount Melville. W. Layman.

Answer to No. II.

SIR, *Admiralty, 21st April, 1812.*

I have to acknowledge the receipt of your letter of the 18th inst. enclosing a Prospectus on the improvement of Forest Trees.

I am much obliged to you for laying before me the general outline of your plan, and perfectly agree with you, that every individual is entitled to reward, in proportion to the advantage which the public may derive from his talents or industry; but as I do not feel myself at liberty to hold out to you any expectations of promotion or employment, as a recompense for your discoveries, I should suppose you would prefer making application for an exclusive patent, or pecuniary reward.

To Captain Layman. (Signed) Melville.

No. III.

MY LORD, *April 28th, 1812.*

I deeply lament that your Lordship should not feel yourself at liberty to hold out any expectation to me of promotion and employment.

However, as the door appears to be shut against the claims I might produce to that rank and situation which I should have preferred to any pecuniary reward; and as I am desirous of communicating my discovery for the public good, instead of reserving the benefit of it to myself, by an exclusive patent, I beg leave to represent to your Lordship, that if the general outline should be considered by government as deserving of attention, I am ready to submit all my information and experiments on the subject to the investigation of a competent committee; it being understood, that if upon investigation the principle of the plan proposed should be approved, and considered of national utility, I shall be entitled to an adequate remuneration.

I beg leave to add, that it would be most agreeable to my feelings as the inventor, and I should hope most consistent with the public advantage, that such remuneration should be derived from my being nominated to an honourable station in the superintendance of the execution.

To Robert Viscount Melville. W. Layman.

Answer to No. III.

SIR, *Admiralty, 1st May, 1812.*

I have received your letter of the 28th ult. requesting that your information respecting the improvement of timber should be submitted to the investigation of a competent committee; and I have to inform you, that the

Board of Admiralty, although obliged by the readiness you have shewn to make known the details of your experiments, do not conceive that they are likely to be of that public advantage as to make it advisable to adopt the measure you suggest.

To Captain Layman. *Melville.*

No. IV.

MY LORD, *9th July,* 1812.

Although your Lordship's reception of the Plan which I had the honor to submit to you, for the improvement of timber, &c. might induce me to apprehend that any farther application on that subject may be deemed intrusive; yet having since that time demonstrated the reality of my discovery before the Board of Agriculture, and several members of both Houses of Parliament, I beg leave to enclose the result of the experiments, as recorded in the Minutes of that Board, for your Lordship's consideration, as a subject connected with the welfare of the Navy and the State :—

MINUTE.

BOARD OF AGRICULTURE, *June* 2, 1812.

The Board adjourned, to examine some experiments made by Captain Layman, on the preparation of forest trees for immediate use on being felled, by which the specific gravity is reduced, and the sap (or embryo) wood rendered useful, as well as the strength and duration of the timber considerably increased. The following is the result :—

1. Poplar (Lombardy), cut from a tree in a growing state, broke with 336 *lb.*
2. Poplar (Lombardy), counterpart piece of ditto, *prepared,* in three hours, bore 368 *lb.**
3. Seasoned English oak broke with 784 *lb.*
4. Seasoned English oak, *prepared,* bore, 902 *lb.*

"This piece, when broken, proved to be naturally defective internally; but a sound piece, prepared by Captain Layman, appeared to have sustained 1007 *lb.*"

5. Sap or embryo wood of oak *prepared* and preserved, bore 930 *lb.*
6. Counter-part piece of ditto in its natural state, broke with 536 *lb.*
7. Common white deal, in its natural state, broke with 339 *lb.*
8. Counter-part piece *prepared* and *preserved,* bore 508 *lb.*

Note. Specimens were produced by Captain Layman to the Board, of the matter composing the decomposition of wood.

The rapid decay of our ships of war, particularly exemplified in the recent instance of the Queen Charlotte (which was in a state of rottenness

* This experiment was made to show in how short a time wood could be prepared for use from a growing tree; but a young standing Weymouth pine, which was experimented upon with a view to masting timber, and which was three days in preparing, had not only all its corruptible juices withdrawn, by which its weight was reduced, but its strength increased from 243 to 450.

in less than twelve months), having become a matter of serious consequence, I have ascertained a mode by which not only the cause of such premature decay may be removed, but the progress of dry rot prevented; which I am prepared to prove, should your Lordship think proper to direct a piece of the most decayed, and a piece of the soundest timber of the Queen Charlotte to be delivered to me. I have been induced to trouble your Lordship with this letter, from feeling strongly impressed with the great advantages that would result by increasing the duration of ships, and decreasing the consumption of timber; but should my plan not be thought deserving the attention of the executive naval government, I cannot satisfy my own mind that it should be lost to the public, and shall therefore have it submitted to the consideration of Parliament.

To Robert Viscount Melville. W. Layman.

Answer.

SIR, *Admiralty, 10th July,* 1812.

I have received your letter of yesterday's date, and I have transmitted it to the Board for consideration.

Captain Layman. (Signed) Melville.

SIR, *Admiralty-Office, 11th July,* 1812.

The Viscount Melville having laid before my Lords Commissioners of the Admiralty, your letter to his Lordship of the 9th inst. detailing the result of certain experiments which had been made with the preparation invented by yourself for increasing the strength of timber, and preventing the appearance or progress of the dry rot therein; I am commanded by their Lordships to acquaint you, that they have given directions to the Navy Board, for two pieces of the wood of his Majesty's ship the Queen Charlotte, the one in the soundest, and the other in the most decayed state, to be furnished to you, as you have desired, in order to its being subjected to the trial that you propose to make.

My Lords have, however, directed me to add, that having given directions for making experiments with regard to this matter upon certain plans that have been offered to them, with a reasonable prospect of success, their Lordships see no reason to give you any trouble upon the subject in question; especially as your statements do not materially differ from those which they have already received, and upon which the experiments are founded; but, with reference to the last paragraph of your letter, my Lords have directed me to inform you, that they have not any objection to your laying your plan before Parliament.

To Captain Layman, R.N. (Signed) J. W. Croker.

This letter requires no comment, as the fallacy of the experiments carrying on, and the truth or falsity of the assertion of

Captain Layman's discovery (which at the time he had never disclosed to any one living) being founded on those experiments, will appear hereafter.

GENTLEMEN,

The Lords Commissioners of the Admiralty having informed me by letter of the 11th instant, that they had given directions to the Navy Board for a piece of the most decayed, and a piece of the soundest timber of the Queen Charlotte to be delivered to me, that the progress of dry rot may be stopped, and sound timber so prepared, as not only to resist its effects, but to be considerably increased in strength, as demonstrated by me before the Board of Agriculture, and several Members of both Houses of Parliament, when the cause of premature decay was removed from the wood, and heart of English oak increased in strength in the proportion of 784 to 1007, and the sap from 536 to 930. Since which, I have ascertained by experiments, that other species of timber, naturalized to the *inferior soils* of Great Britain, may be rendered superior to the timber we import, which may be also much improved; durability having been given to fir by the preparation, and its strength increased from 471 to 695, which is a greater proportion than most foreign oak; of which I am ready to produce instances.

The principal Officers and Commissioners of the Navy. W. Layman.

SIR, *Navy Office, 21st July*, 1812.

Mr. Nelson having laid before us your letter to him of yesterday's date, respecting the mode discovered by you to prevent dry rot in timber, we acquaint you, we shall be ready to see you on Thursday next, at one o'clock, on the subject.

We are, Sir, your affectionate friends,

F. J. Hartwell.
Wm. Rule.
H. Legge.

Captain Layman, R.N.

SIR, *Brompton, August* 14, 1812.

Having demonstrated before the Navy Board the facts annexed, as proofs of preserving timber from decay, increasing its strength, and also submitted specimens to shew the practicability of preparing forest trees, so as to remove the cause of premature decay, and thereby render them fit for immediate conversion on being felled; as well as a mode of giving to wood the pliability required in naval architecture for thick stuff and plank, without the evil consequences which accelerate decomposition when the timbers are covered in with boiled plank, or the injury received by burning; I was desirous to establish the fact upon a more enlarged scale, by the building

of a frigate or any other ship, as a test of increased strength and duration: but as the Navy Board informed me, "that if they had the inclination they had not the power," I am induced to request you will submit the circumstances to the determination of the Lords Commissioners of the Admiralty; as, should their Lordships think proper, ships may not only be built of increased strength and duration, but I am ready to prove, that other English timber, as well as oak, may be rendered superior to what is precariously obtained at great expense from foreign countries.

I am, Sir, &c. &c.

J. W. Croker, Esq. &c. &c. &c. W. Layman.

Answer.

SIR, *Admiralty-Office, 22d August,* 1812.

Having laid before my Lords Commissioners of the Admiralty, a report from the Navy Board of yesterday's date, upon your letter of the 14th inst. relative to your plan for the preservation of timber, I am commanded to acquaint you, that their Lordships do not think it necessary that you should give yourself any farther trouble on the subject.

To Captain Layman, R.N. J. Barrow.

GENTLEMEN, *August 26,* 1812.

The evils which arise from the rapid decay of our ships of war, cannot but occasion me to regret, that my endeavours to verify the facts upon a more enlarged scale—of the practicability of preparing forest trees for immediate conversion, as well as increasing the strength and durability of all timber, by the building of a ship as a test of duration, should not have been considered as a proper object for the officers in that department to recommend, when the subject was referred from the Admiralty to the Navy Board; particularly, as exclusive of the premature decay that I observed to have commenced on the *outer side* of the timbers of the Queen Charlotte, next to the boiled plank; which being excluded from light and air, accelerated fermentation and putrefaction, thereby promoting decomposition, I was forcibly struck with the pernicious effect which the gallic acid contained in the oak, and acting upon an iron bolt, had produced on the timber in little more than two years. This corrosion, although different in its action, and not so rapid in its progress as the rot, is equally destructive to the timber, and a great cause of the frequent and large repairs our fleet requires; as iron from its strength is in many parts of a ship indispensable.*

I exerted myself to discover a mode by which this evil consequence might be prevented, by preserving iron from corrosion, and was proceeding with every prospect of success, as two of my experiments had not con-

* The whole security of the masts, and consequently the safety of a ship, depends upon iron; copper, exclusive of the expense, is little more than half the strength, and would, consequently, require a hole of nearly double the size to be made in the wood.

tracted any rust whatever, although one had been immersed in a liquid much more acrimonious than is contained even in the timber of Brazil which it appears is about to be introduced: but great was my disappointment; and I cannot but lament that all my labours and expense for 20 years to acquire the means of increasing the duration of our navy, so obviously important in its consequences, by materially decreasing the consumption of timber and demand for ships, should have been rendered abortive by *opinion only*, without test by comparison. I am, &c.

Principal Officers and Commissioners of H. M. Navy.

W^c. Layman.

In December, 1812, the experiments on timber carried on in Woolwich by Mr. Lukin, under the immediate direction of the Admiralty and Navy Boards, as stated in the letter dated Admiralty Office, 11th July, 1812, "*with a reasonable prospect of success*," was rendered conclusive, as the timber exploded, the building and part of the dock-yard wall was blown up, and several men killed and wounded.

During the then Session of Parliament, in 1813, the rotten condition of our navy was stated in the House of Peers by Earl Darnley, who noticed the neglect of Captain Layman's proposal to prevent the evil in future, and hoped the Noble Lord (Robert Viscount Melville) at the head of the Admiralty would pay due attention to the subject, intimating, that otherwise he should bring the matter before their Lordships. Lord Melville, in reply, stated, that the Admiralty were at all times disposed to attend to this subject. But as no notice whatever was taken by the next Session, Captain Layman thus addressed Lord Melville:—

MY LORD, *May* 3, 1813.

I have the honor to inform your Lordship, that having completed a series of experiments on improving the timber of Great Britain, as well as what is produced in the provinces, I am about to solicit Parliament for a Committee to inquire into the practicability and advantages of my discovery, in augmenting the strength and duration of timber; thereby decreasing the consumption, and preventing the rapid decay of our ships of war.

With this view, I am desirous to have the subject introduced upon its own bottom, totally distinct from party; and which having solely for its object the support of our naval power, I earnestly hope and trust will have the sanction of the marine minister.

Robert Viscount Melville.

W^c. Layman.

SIR, *Admiralty, 6th May, 1813.*

I have received your letter of the 3d inst. acquainting me of your intention of bringing the subject of your experiments on the improvement of timber for the navy under the consideration of Parliament; and such steps will no doubt be taken in regard to the objects you have in view, as may be thought expedient by the House to which you may address your Petition.

To Captain Layman, R.N. *Melville.*

MY LORD, *May 26, 1814.*

I have now the honor to enclose an address in the form of a Petition, as mentioned by your Lordship, and which I beg leave to state will be presented.

As the nature of the discovery has for its object great public advantages, and is particularly applicable to increase the duration of ships of war, I trust I may be allowed a well-founded hope, that an enlightened government will not oppose, but, without prejudice, support a fair and full inquiry, by experiments, on a sufficient scale to verify and render the discovery of utility to the nation in general, and the navy in particular.

To Robert Viscount Melville. *W. Layman.*

To the Lords Spiritual and Temporal, in Parliament assembled.

The humble Petition of

Captain WILLIAM LAYMAN, of the Royal Navy,

SHEWETH,

That your Petitioner has discovered a short and simple process of preparing forest trees for immediate service, infinitely superior to the loss of time and waste of wood by the usual seasoning; and of increasing the strength and duration of all timber, so as effectually to prevent premature decay.

That your Petitioner has already demonstrated the reality of his discovery before the Board of Agriculture, in a series of experiments made in the presence of several members of both Houses of Parliament, which experiments are recorded in the minutes of that Board.

That these experiments, however, fall considerably short of what your Petitioner, by subsequent improvement of the process, is now able to effect; as well as to prevent iron from being oxydated.

That this discovery, besides its natural utility for general purposes, is of the greatest importance to the support of the maritime strength of the Kingdom; and therefore your Petitioner humbly presumes to solicit this Honourable House, that their Lordships would be pleased to adopt such means as they may think proper, for the complete verification of so great a national object.

W. Layman.

May 27, 1814.

Which Petition was presented to the House of Lords on the 29th of June, 1814, by Earl Darnley; who observed, that as to the importance of the object there could be no doubt, and hoped the Noble Viscount at the head of the Admiralty would now pay due attention to the subject.

The First Lord of the Admiralty (Robert Viscount Melville) said, that the Board of Admiralty "was always disposed to *see* to these things;" and that both the present and former Board had turned their attention to this subject, in order to counteract the evils (from the rapid and premature decay of our ships of war) to which the Petition alludes; but one of these experiments, which had been committed to the charge of the inventor (Mr. Lukin), failed, from inaccuracy, he believed, in its management. Earl Stanhope attached great disingenuousness to Lord Melville's statement, in having coupled the account of an unfortunate experiment which had been carried on under the immediate direction and eye of the Admiralty and Navy Boards, but which failed from ignorance, with the object of the present Petition, thereby leaving it to be understood, that they were the same thing, whereas nothing could be more distinct; the Petitioner (Captain Layman) being desirous to have his discovery for preparing forest trees for immediate use, and to increase the strength and duration of timber, fully and fairly verified, *before those competent to investigate such matters*, which the Admiralty and Navy Boards did not understand; and that justice would never be done to the public in the naval department, unless men of science were called in; for if even those Boards did know, they had too much to do with the routine of office to attend to real improvements." The First Lord did not attempt any reply to Lord Stanhope.

Captain Layman next addressed the Admiralty on the inadequacy of our frigates to contend with the Americans.

(DUPLICATE.)

No answer being returned to the original.

SIR, *April 10th*, 1813.

The successes lately obtained by American frigates call upon every man who has the honor and welfare of the British navy at heart, to compare the force of their ships with ours, and to endeavour to suggest some means of turning the tide of victory into her accustomed channels. With these views, permit me to request you will submit to the Lords Commissioners of the Admiralty the following comparison and proposal:

The large American frigates, of 1630 tons, with a complement of 478 *picked men*, mount

32 guns,	of 24-pounders,	discharging	768 lb.	of shot.
22 carronades,	42 ditto.	ditto.	924 lb.	do.
travelling and howitzers (not particularized) say 4,		discharging	72 lb.	do.
making 58 guns,		discharging	1764 lb.	of shot.

At a momentum of 2.575.000,

exclusive of the carronades in the American marine being better mounted, and the vessels superiorly equipped to those in the British navy.

The effective force of English ships of war of similar tonnage, which are the small 74's, is as per old establishment, 600 men and *boys*, carrying

On the lower deck	28 guns,	of 32-pndrs.	discharging	896 lb.	of shot
Upper do.	28 do.	18 do.	do.	504 lb.	do.
Quarter-deck & forecastle	18 do.	9 do.	do.	334 lb.	do.
	2 carron.	32 do.			
Poop	6 do.	18 do.			

making 82 guns, weighing (with carriages, &c.) about 194 tons, but discharging only 1734 lb. of shot, at a momentum of 2.482.800.

Most of these ships, their Lordships know, from the great weight of the ordnance, with lofty sides and poop, require to be so heavily ballasted, that when the fresh water, provisions, and stores, are added, the draught is 23 feet, and the midship ports within 4 feet 3 inches of the sea, making the displacement of the body by immersion equal to 3000 tons.

Such ships cannot, therefore, be expected, even in moderate weather, to sail as well as the American vessels, and should it blow hard, with a heavy sea, so as to prevent the lower-deck ports from being opened, such a ship would, if opposed to a large American frigate, with ports twice the height from the sea, be rendered hors de combat, notwithstanding the nominal superiority in the *number* of guns and hands. But if the same British ships were converted, by being cut down *fore and aft* to the upper deck ports, and differently armed, the superiority would be reversed, although the number of guns was reduced to 58, and the complement to 478 *effective men*—if mounted on the main-deck with 28 guns, 24-pounders, discharging 672 lb. of shot; upper deck, 28 carronades, of 68-pounders (properly mounted) discharging 1904 lb. of shot; circular traversing flank guns, 2, of 24-pounders, discharging 48 lb. of shot; weighing (with carriages) only 140 tons, but discharging 2624 lb. of shot, at a momentum of 3.741.600.

For although with a *full* charge of powder, the velocity of a shot 5.040 inches in diameter, fired from an 18-pounder gun $9\frac{1}{2}$ feet in length, and weighing 42 cwt. is equal to 1700 feet in a second, and will be projected farther at a great elevation than a shot from a 68-pounder carronade 5 feet 2 inches in length, weighing only 36 cwt.; yet the gun does not appear to possess that advantage at the low degrees generally fired in naval engagements; as with the same charge as the 18-pounder gun, a 68-pounder carronade will, if properly cast and fitted (as to chamber and windage), discharge an 8-inch shot at the velocity of 1400 feet in a second

(which is greater than required to cannonade a ship with the best effect); and at 5° elevation will throw a shot nearly ¾ of a mile, at a momentum compared to the gun as 91 to 29, besides admitting of quicker repetition in firing; therefore, the great superiority of the 68-pounder carronade against the masts, as well as the hull of a ship, is obvious.

By the proposed conversion with the same masts and yards, but not half the quantity of ballast, great part of which should be in the shape of iron tanks, not only from stowing more water, but as the ballast in such ships would require to be particularly winged up the sides, or the oscillation would be so quick and jerking, and the ship so laboursome, as to be in danger of being dismasted. The body of the ship would also, by such reduction of weight in top sides, artillery, ballast, men, and provisions, &c. emerge 3 feet, and the draught of water be lessened to 20 feet, by which the lower ports would be upwards of 7 feet above the level of the sea, and the rate of sailing would not only be increased in proportion to the decrease of resistance between the old and new line of floatation, but would be farther augmented by admitting an additional reef to the courses.

This emerge would farther admit of the tiller traversing under the main-deck, in which position there would be less risk from shot, and a great reduction might be made in the rudder-head, which should always be cylindrical, in order to do away the necessity and risk of a canvass coat; and as the axis of rotation would be changed, the stress and wring upon the stern-post (an object of great consideration, particularly in an old ship) and strain upon the tiller would be less, and the ship more easily steered, as well as the lower battery left *clear*, as the orlop would become the 'tween-decks.

The cutting down of ships, I am aware, was not a new idea, when I mentioned it four or five months since, as it was successfully performed on the Sovereign of the Seas upwards of a century and a half ago; and it is as well known that the Brutus, French razée, proved a very efficient ship on the 1st of June, 1794; as that afterwards three English 64's were cut down to deep-waisted poop frigates, which being done at random, for want of understanding the principle, were so under-masted, and over-ballasted, that they would have worked themselves to pieces, as well as been bad sailors, had not they been differently arranged; and as some 74's are now ordered to be cut down,* I hope and trust the mode of conversion and arming I have suggested, may be deemed deserving of attention, from the *principle* upon which it is founded, having for its authority the *original* English naval constructor, the ingenious Phineas Pett, with the father of British gunnery, the scientific Robins, corroborated by the mathematical Hutton; and by the adoption of which we may have *fast sailing* ships of the same size, with the same number of guns and men, ready to contend against the largest American frigates, in one month.

A ship of the above description, if not otherwise defective, may, I am

* The first of these ships taken in hand (for 3 feet of 6 proved too decayed) was three months before she was ready for sea.

convinced, be converted in the hull in one spring; and I have no hesitation in stating, that if furnished with the means, I will undertake that such a ship shall be fitted in the way I have described, and got ready *for sea* in thirty days, from the time of being taken in hand.

I have the honor to be, &c.

J. W. Croker, Esq. &c. &c. &c. W. Layman.

Answer.

SIR, *Admiralty-Office, 27th April, 1813.*

I have received your duplicate letter of the 10th inst. suggesting a plan for the construction of certain ships in the royal navy; and I have communicated the same to my Lords Commissioners of the Admiralty.

I am, Sir, your very humble servant,

Captain W. Layman, R.N. J. Barrow.

Although in nine days after this answer was written, orders were sent from the Admiralty to the Navy Board, to build two flush ships, to mount 24-pounder guns and carronades, yet the Navy Board, or rather the Surveyors of the Navy, ruled and peaked all the other frigates to be built as those which had been captured by the Americans; to mount on the

Main-deck,	28 guns,	18-pndrs.	discharging	504 lb. of shot.
Quarter-deck }	2 do.	12 do.	do.	24 lb. do.
& forecastle }	16 do.	32 carron.	do.	512 lb. do.
Total No. of guns	46		discharging	1040 lb. of shot.

At a momentum of 1.562.400,

which were to contend with ships mounting 58 guns, and discharging 1764 lb. of shot, at a momentum of 2.575.000, the absurdity of this is too obvious to need farther exposure.

To render this absurdity more absurd, it was proposed to build such ships with fir, the fallacy of which, in waste of timber, and increase of expense, Captain Layman thus shewed, by comparison, in his Precursor:—

In 1796, the Shannon frigate, of 32 guns, and 796 tons, was built with fir, in the King's yard at Deptford, which, at 16*l.* 10*s.* *per* ton, is for the hull		£13,134
Interest on ditto for 5 years, at 5 *per cent.*...		3,283
In 1801, the Shannon was decayed, and sold early in the following year for	£1,830*	
In 1802, another fir ship must be *ready* built to replace the one worn out, which, at only 16*l.* 10*s.* *per* ton, is		13,134
Brought forward		£29,551
Sale of the hull brought forward	£1,830	
Interest† on 29,551*l.* for 5 years		7,338
Interest on the sale of the first hull for 5 years	457	
Sale of the second hull	1,830	
In 1806, a third hull must be *ready* built to replace the second, which, at the advanced price of 21*l.* *per* ton, is		16,716
Interest on 52,094*l.* for 5 years..................		13,414
Cost of building the hull of a fir frigate of 32 guns in 15 years		67,069
Interest for 5 years on the amount of the two decayed hulls	1,029	
Value of the third hull in 1811	2,245	
Amount of decayed hulls deducted		7,391
Leaves the actual cost of a fir frigate's hull of 796 tons in 15 years		£59,678

To which should be added the interest of the monies advanced for building hulls to replace those worn out.

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* The following may shew the weight to be attached to Navy Estimates :— In March, 1802, the Shannon was surveyed by what are termed the *proper officers*, and the hull valued at £4,416 10
Copper 300 0
Making .... —— 4,716 10*s.*
Although she was actually sold altogether for 1,830*l.*

† If it is said, that interest ought not to be included in naval accounts, it may be asked, if taxes to an immense amount are not raised to pay the interest on that part of the public debt incurred by the expense of the navy, which has been greatly increased from the neglect to build durable ships? as it should be recollected, that not only the principal, but the interest, left unpaid becomes part of the sunk capital.

The Alcmene frigate, of 32 guns, and 796 tons, was launched in 1794, but built with English oak, by contract at Harwich, for 16*l.* 10*s. per* ton	13,134	
On which sum add interest for 15 years, as in the 16th year she was wrecked	9,850	
And allowing repairs to have been half the original cost	6,567	
Makes	£29,551	
But as the Alcmene was a serviceable ship when wrecked, the value of her hull, at 5*l.* 10*s. per* ton must be deducted	3,980	
Leaves the cost of an oak frigate's hull, in 15 years		25,571
Loss on a fir frigate of 796 tons in 15 years, exclusive of expending *treble* the quantity of timber		£34,107

which, on the frigates now building with foreign fir, at 24*l. per* ton, will amount to near half a million sterling, and the ships be only two-thirds as strong, and one-third as durable, although the market-price of fir is 13*l. per* load, when only 8*l.* 10*s. per* load is given for the oak of our own growth: but I have heard it remarked, that such management serves the builders and timber merchants who contract, which is a system of expenditure that may be deserving of inquiry, as it is certainly most prejudicial, not only to the growers of English oak, but to the nation at large. Another remark made by those intrusted with these matters is, that expense is no object, and that such ships are only built on the spur of the occasion, which is the strongest proof of improvidence. Why not build ships that would be ready at all times for any service, and last from 12 to 20 years without requiring repair from decay? It can be done, and surely it ought to be done.

When the PRECURSOR to Captain Layman's maritime work was published in January, 1813, strong testimonials were given in its favor:—

"This work abounds with very rational observations upon facts which are of the highest interest to the empire, and every individual in it."—*Journal of Philosophy and Chemistry.*

"This pamphlet contains a great deal of valuable information relative to the present state and future preservation of our marine establishment, on which the most vital interest of this country essentially depend. The present work of Captain Layman merits the most serious attention of the country, and particularly of government."—*Critical Review.*

"The subject of this pamphlet is deeply interesting to the national feelings of our country, as it relates to the preservation of that naval superiority which has long preserved and exalted it. The subject demands the serious

and impartial attention of all who would preserve with trembling anxiety our honors unspotted, and our liberties and happiness unclouded and unshaken."—*New Review.*

An officer of the highest rank in the navy, who had been twice a Lord of the Admiralty, and who had full opportunity to be well acquainted, not only with the scarcity, but the bad quality of the timber used in our dock-yards, as well as the mismanagement of the material of our navy, expressed himself "obliged by the perusal of the Precursor, which he had felt much interest in reading;" and stated, "he was aware of the melancholy deficiency of *good* oak timber in our arsenals, and hopes he is mistaken in his belief, that more than one half of the line-of-battle ships now afloat are in a most rotten state."

Earl Darnley stated in the House of Lords the defective state of our navy, owing to the ignorance and obstinacy of those intrusted with the construction of our ships of war; and said, if any one wished for information on the subject, he should read the Precursor.

Earl Stanhope said, "he had found the Navy Board (*i.e.* those to whom the construction of ships was left), an ignorant set, when he had any thing to do with them; but he was happy to bear his testimony to the merits of the Precursor; it was evident to him that Captain Layman possessed a strong mind and sound judgment, with great industry, and who was deserving of encouragement, not discouragement; but this he would tell the Noble Lord (Robert Viscount Melville), that something must be done to remedy the defective state of our navy, and that soon; let the Noble Lord institute an inquiry, and I will search the matter with the torch of science."

Lastly, the intelligent and luminous-minded Geographer of the East, whose name is a host, says, in a letter to Captain Layman, "I trust that your arguments will have their weight; but I am grown old in the knowledge, that a certain class of men will not make improvements but for the sake of their own convenience, interest, or patronage, when either of those, but particularly either of the last, falls in with the proposal, it may be adopted."

In opposition to these testimonials, we have the attempts made at the Admiralty and at the Navy Board. When the work was

introduced at the Navy Board, a member, to whose dock-yard prejudices, contumacy, and false assertions, is to be attributed, the discovery not having been verified, thought at once to put it down, by saying, he supposed it was some mad scheme; but, on perusal, observed, that the statements were all facts: he wondered where he (Captain Layman) got his information; the answer to which was, "he had sailed for it."

Although no allusion was made in the Precursor to individuals, but errors exposed of the system which had taken place many years before the present managers came into office, and gave rise to Earl St. Vincent's observing, when at the head of the Admiralty, that "the Naval Department was rotten to the very core;" and to a meritorious officer, when appointed Comptroller, conscienciously resigning his situation, *as he found things too far gone for him to amend*—It was determined at the Admiralty to write the Precursor down; an article was accordingly invested in the Quarterly Review, for September, 1814, but not published till January, 1815, in which, without any endeavour to disprove the facts therein stated, it was attempted, by a sneering misstatement, to turn the Precursor into contempt, by laughing at it; which, as has been justly remarked, the faculties of an ideot could have accomplished. It was therefore not considered deserving of farther notice, than by inserting the following remark in the *Times*:—

"The *futile* critique on the Precursor, &c. which was quoted and highly commended in the House of Lords, in May, 1813, is no otherwise deserving of attention, but for its perverting facts, and being brought forward two years after the publication, for the seeming purpose of misleading the judgment, now the discovery of preparing forest trees for immediate use, as well as increasing the strength and duration of all timber, is about to be submitted to Parliament.

"Notwithstanding the Sub-secretary, covered in the double garb of a Reviewer, and an anonymous character, in opposing innovation and improvement, says, 'it is a practice which, in *our* opinion, cannot be too severely reprobated;' against those he is pleased to term 'disappointed projectors:' amongst whom he may place Sir Walter Raleigh, who, when he proposed Plymouth harbour as a naval port, had, like Captain Layman's object to increase the duration of the navy, a 'deaf ear' turned to the project by the naval administration, although the plan was adopted after

Sir Walter was disgracefully sacrificed. And even Columbus himself might have been put in this class, if, when his proposals were rejected by his own country, as also by France and England, his perseverance had not led him to farther application, and the strength of his mind surmounted the procrastination, insults, and the presumption of ignorance with which he was assailed."

The subject of this discovery, with a view to increase the duration of our ships of war, was brought before the House of Commons on the 1st April, 1816, by Mr. Charles Forbes, who expressed his firm conviction of Captain Layman's ability to accomplish the object, from the personal knowledge of his capacity for upwards of 20 years; and he could not but be astonished at the apathy shewn by the Admiralty to a discovery so important in its consequences.

A *puisne* Lord of the Admiralty, it is said, observed, that as the Admiralty had tried 100 experiments, and they had all failed, they did not *suppose* the present scheme was better than any other.

Mr. Barham said, in substance, that the present prayer of Captain Layman, to have the discovery publicly and fairly verified, did not rest upon *supposition*, as the principle had been proved. When Captain Layman, who was introduced to him by Mr. Windham, mentioned his discovery, and shewed specimens of the wood on which the process had been performed, he said it was an object of such importance, that Captain Layman should apply to the Admiralty; Captain Layman said it would be of no use, for he could not get an answer as a gentleman; and that to expect they would take any trouble about it was out of the question. If from a sense of public duty they should be disposed to give it a fair trial, as the principle was chymical, he did not see it could be any reflection on them, as members of a Naval Board, to consult such men as Sir Humphry Davy. Or if, as was done on the apprehension respecting timber under the naval administration of James Duke of York, who had the most able assistant, Mr. Secretary Pepys, would they refer the subject to the investigation of a committee of the most intelligent members of the Royal Society. Mr. Barham remarked, that as in the present stage it might be treated as a mere scheme, he recommended Captain Layman to ascertain the fact by experiment; and if the Admiralty, whose business it was to have

it tried, would not do it, he would undertake to have it done before the Board of Agriculture.

That on Captain Layman explaining at that Board the cause of decay in timber, and the principle on which it could be prevented, the description appeared so satisfactory, that Captain Layman was desired by the President to prepare his apparatus for the experiment; at which he, with several other members of Parliament, attended, and Captain Layman astonished them all, not only in rendering in a few hours the common Lombardy poplar tree stronger and better than foreign white deal, but that he made the sap wood of oak stronger and of greater durity than the heart itself. The indifference of the Admiralty to the subject after such proof was unpardonable. However, no reply was then made; but Captain Layman was tartly told by a Lord of the Admiralty, "that they did not want to be set right."

Soon after this, Captain Layman's attention was drawn to the folly of what was termed an extraordinary experiment, of sinking a new ship, to ascertain the effect of salt water on a vessel, in preventing the dry rot.

About the same period, some of the fir frigates before mentioned, were so rotten in two years after launching, as to be sold for fire-wood; and it having lately appeared that they are all in a state of decay, Captain Layman's duty to his country so far surmounted his private feelings, that he addressed the following letter to the head of the Admiralty:—

MY LORD,

I take the liberty to state, that having had occasion to examine my papers, I was induced to re-peruse a letter with which I was honored by the late Lord Melville; the substance of which I beg leave to enclose to your Lordship:

"SIR, "*Duncia, 12th December*, 1807.

"Perfectly recollecting the favorable recommendation of your exertions at Gibraltar, which came to me from Lord Nelson, I have looked out for it amongst my papers, and have sent a copy of it to the Board of Admiralty, together with the letter and enclosure I have first received from you.

"*Captain Layman, R.N. Bath.*" (Signed) *Melville.*"

Whether this circumstance, with other strong testimonials in my favor, were known to your Lordship, when it was signified to me by letter, dated

the 21st April, 1812, that your Lordship "did not feel yourself at liberty to hold out to me any expectations of promotion or employment," I cannot presume to judge; but I trust I may be allowed a well-grounded expectation, that as the papers alluded to were made official documents, by being transmitted to the *Board of Admiralty*; that an officer having such testimonials in his favor from such illustrious characters, together with his suggestions therein contained for establishing a port on the coast of Barbary, having been adopted, and attended with great public advantages during the war, it will be considered as entitling him to attention, and a fair trial, by actual experiment, in any measure which he may suggest or discover for the good of the public service.

As since my discovery of the preparation of forest trees for immediate use, and increasing the strength and duration of timber, the rapid decay of ships has increased, I have, to the best of my ability, pursued the object, and having lately had an opportunity to try the process on a large tree on my own premises, and thereby ascertained beyond a doubt that the cause of premature decay in timber may be removed, and the duration of ships increased, with a considerable saving in public expense. I earnestly hope your Lordship, as the marine minister of this country, will enable me to render this discovery of public benefit, by in the first instance directing that two trees may be selected, as nearly similar as possible, and that the one operated upon by me shall be fairly tried by comparison in Woolwich Yard, with the other worked in the usual way; trusting, that should the great advantages of the prepared tree be made obvious, your Lordship will proceed to have it verified on a more extended scale, from the building of a small vessel to a large ship.

I am, my Lord, &c. &c. &c.

W^m. Layman.

To this letter no answer was given.

We have now to the extent of the documents in our possession, given a candid statement of the various services of Captain Layman, in which is evident a series of laborious exertions to benefit his country, and a consequent claim to a grateful consideration of them. In his naval career, he was always a marked object of esteem under the eye of our great Nelson, a man not likely to have been duped by mere professions either of skill or courage.— And as a projector, there is a character of information and ingenuity in his plans and suggestions, that we think entitles them to a more effective consideration than they have hitherto obtained.

The active mind of Captain Layman is now occupied in the composition of a work which he terms, "Outlines of Maritime History, with General Events connected therewith, from the Creation of the World to the termination of the French Revolutionary war, 1814-15," &c.; and we are authorised to say, that Captain Layman, impressed, as an Englishman, with the importance of his discovery of the means of increasing the strength and duration of timber to be used in building the ships of the royal navy, will, in a Supplement to that Work, make the exposure of it from the purely patriotic motive of rendering it available to his country, when the existing prejudices which militate against its present adoption, shall give place to a more due consideration of its value.

NAUTICAL ANECDOTES AND SELECTIONS.

LAUNCH OF THE ROYAL GEORGE YACHT.

ON the 17th July, was launched from the King's dock-yard, at Deptford, a new yacht, named the Royal George. The Board of Admiralty, Comptroller, and Commissioners of the Navy, were present, as also a large assemblage of persons, who filled the several booths erected for witnessing the ceremony. This vessel is one of the most elegant ever seen. The cabin doors are of mahogany, with gilt mouldings, and the windows of plate glass. Ornamental devices, in abundance, are placed in various parts, all highly gilt, and producing a superb appearance. The following are the dimensions of this vessel, which is the largest yacht ever constructed:—

	Feet	In.
Length of the deck	103	0
Length of keel	88	5
Breadth	26	6
Depth of the hold	11	6

Burden, 380 tons.
Guns—Eight brass swivels, of 1lb. each.
Manned with 67 men.

The Duke of York, accompanied by Viscount Melville, inspected her. The following officers are already appointed to this vessel:—Sir Edward Berry, captain; Mr. J. Porteus, master; Thomas Goddart, purser. It is said that this yacht is to be exclusively employed in attending the Prince Regent, and is to be prepared for proceeding to Brighton, where his Royal Highness the Prince Regent is to be taken on board, and to be conveyed to Plymouth, where he will inspect the works at the Breakwater. The Royal

Sovereign and Royal Charlotte pleasure yachts were lying in the River, opposite the Dock, filled with spectators.

RUSSIAN EMPIRE.

So vast is the extent of this Empire, that when it is *noon-day* in its western parts, on its eastern confines it is nearly *mid-night*. Exclusive of all its acquisitions from the *Turks*, and from *Poland*, it forms a square, every side of which measures more than *two thousand* English miles! Some geographers make each side of the square from *thirty* to *forty* miles more. Be this as it may, it is certain that it is of *twelve times* the dimensions of any other kingdom in Europe, and far exceeds the territories of the Roman Empire, even in the zenith of its glory. In the immense tract of this country, it is well known that hitherto there have been no coal-mines. An attempt to raise coal, that prime article of fuel, is now about to be made, under the immediate patronage of the Emperor. The spot fixed upon for this purpose is in the vicinity of Tula—Tula, celebrated for its extensive iron-works, and especially recollected at this time from the circumstance of Buonaparte's defeated intention of destroying them. Tula is the capital of the government of that name, distant from Moscow one hundred and fifteen miles, and situate on the river Upha, in long. 37° 24′ east, and lat. 54° 10′ north. This undertaking (the success of which will form an epocha never to be forgotten in the annals of the Russian Empire) is under the immediate patronage, we might have added, and at the instance of the truly patriotic and enlightened Alexander. All the measures were concerted in London, with his Excellency Count Lieven, the Russian Ambassador; and on the 20th ult. Mr. Longmire, of Whitehaven (the director and actuary in this important concern) proceeded from thence to London, with an assistant draftsman, and four pitmen, belonging to Whitehaven, and two horses, previously engaged at Newcastle. They sailed from Gravesend for St. Petersburgh on the 1st instant, all their equipments for the voyage being on the most liberal scale. We understand they are to winter at Moscow, excepting a few occasional visits to Tula, as the season may allow, and to commence operations as early after that as the climate will permit.

ERECTION OF A BEACON ON THE CARR ROCK.

A Beacon, 50 feet high, is now erecting on the Carr Rock, at the entrance of the Firth of Forth. From the smallness of the rock, it has been found impossible to erect any building upon it of sufficient height to be above the reach even of very weighty seas, which would at once be fatal to the effect and apparatus of a light-house. The building is therefore to be covered with a large bell, in the form of a cupola; this bell is to be tolled night and day, to warn mariners of impending danger. But as the beacon is too small, and is otherwise quite inadequate for the habitation of a man, it is none of the least interesting parts of this design, to devise how this is to be produced without the regular attendance of a person to wind up the machinery of the bell apparatus. This is provided for in the following manner:—In the centre of the building there is a kind of cham-

ber, or cavity, into which the tidal waters are admitted, by means of a small conduit or perforation in the walls, and as the tide rises on the exterior of the building, it also rises in the chamber, and elevates a metalic float or tank, which is connected with a rod communicating with the train of machinery to which the perpendicular rise of the tide gives motion; and in this manner the large bell is tolled. A weight is also at the same time raised, and as the tank or flat is elevated to the height of neap tides, to which the train of machinery is calculated, when the tide has flowed to its height, the weight begins to operate by its tendency to descend, and it keeps the machine in motion till the flood returns again to lift the float and raise the weight, or, in other words, to wind up the machine. In this manner the bell is to be tolled without intermission.

EXPLOSION OF ANOTHER AMERICAN STEAM BOAT.

A Philadelphia paper of the 5th ult. says:—" From a gentleman who arrived in town last evening, we learn that the Steam-boat intended to ply between Norwich and New London, having proceeded a few miles on her way from the former place, the boiler burst, and several persons were dangerously scalded. It seems some alarm was given, when all the passengers ran on deck, where they had scarcely arrived when the explosion took place, and nearly destroyed the cabin and furniture. Had they remained in the cabin, many of them probably would have lost their lives."

EXTRAORDINARY PASSAGE.

The Pacific, Williams, arrived at Liverpool from New York, sailed 6th June, and made the coast of Ireland in 12 days. Had not the wind then become contrary, she would have made her passage in 14 days.

THE AMERICAN FLAG.

Our nautical readers are not aware, perhaps, that by a recent Act of Congress, a modification has taken place in the Flag of the United States. The following is the Report of the Committee on which the Bill was founded. It is a curious historical document.

Report on the National Flag.

The Committee of the House of Representatives of the United States, appointed to inquire into the expediency of altering the flag of the United States, beg leave to report—That they have maturely examined the subject submitted for their consideration, and are well aware that any proposition essentially to alter the flag of the United States, either in its general form or in the distribution of its parts, would be as unacceptable to the Legislature and to the people, as it would be uncongenial with the views of the Committee.

Fully persuaded that the form selected for the American flag was truly emblematical of our origin and existence as an independent nation, and that, as such, it has received the approbation and support of the citizens of the Union, it ought to undergo no change that would decrease its conspicuity, or tend to deprive it of its representative character. The Com-

mittee, however, believe, that a change in the number of States in the Union sufficiently indicates the propriety of such a change in the arrangement of the flag, as shall best accord with the reasons that led to its adoption, and sufficiently point to important periods of our history.

The original flag of the United States was composed of thirteen stripes and thirteen stars, and was adopted by a resolution of the Continental Congress, on the 14th of June, 1777. On the 13th of January, 1794, after two new States had been admitted into the Union, the National Legislature passed an Act, that the stripes and stars should, on a day fixed, be increased to fifteen each, to comport with the then independent States. The accession of new States since that alteration, and the certain prospect that at no distant period the number of States will be considerably multiplied, render it, in the opinion of the Committee, highly inexpedient to increase the number of stripes, as every flag must, in some measure, be limited in its size, from the circumstance of convenience to the place on which it is to be displayed, while such an increase would necessarily decrease their magnitude, and render them proportionably less distinct to distant observation. This consideration has induced many to retain only the general form of the flag, while there actually exists a great want of uniformity in its adjustment, particularly when used on small private vessels.

The national flag being in general use by vessels of almost every description, it appears to the Committee of considerable importance to adopt some arrangement calculated to prevent, in future, great or extensive alterations. Under these impressions they are led to believe, no alteration could be made, more emblematical of our origin and present existence, as composed of a number of independent and united States, than to reduce the stripes to the original thirteen, representing the number of States then contending for, and happily achieving, their independence—and to increase the stars to correspond with the number of States now in the Union—and hereafter to add one star to the flag whenever a new State shall be fully admitted.

These slight alterations will, in the opinion of the Committee, meet the general approbation, as well of those who may have regretted a former departure from the original flag, as of such as are solicitous to see in it a representation of every state in the Union.

The Committee cannot believe that, in retaining only 13 stripes, it necessarily follows they should be distinctly considered in reference to certain individual States, inasmuch as nearly all the new States were a component part of, and represented in, the original; and inasmuch, also, as the flag is intended to signify numbers, and not local and particular sections of the Union.

The Committee respectfully report a Bill accordingly.

DISTRESS OF THE MONTREAL ON HER PASSAGE TO QUEBEC.

[From the Quebec Gazette.]

Between 20 and 30 vessels were to sail from London for Canada in April, as many from Liverpool, and 10 or 12 from the Clyde, besides great

numbers from the out-ports; of these only eight have arrived. Several of them have been 15 or 16 days in the ice. One, the first from the Clyde, has sustained considerable injury, and was only saved from sinking by the judicious exertions of the master and ship's company, in throwing about 40 tons of the most weighty articles of her cargo overboard. This ship, the Montreal, Wm. Rayside, master, sailed from Greenock on the 9th of April, in company with the Cherub, Stevenson, for Montreal, and parted from her off Loch Ryan, the Cherub bearing away for the South Channel, and the Montreal beating up for the North. On the 15th the Montreal was off Tory, from whence she was driven by southerly winds to lat. 57° 9′ in the long. of Rockol. On the 1st of May, in lat. by reckoning 49° 5′ long. 45° 50′ she fell in with islands of ice. In the evening of the 2d, lat. by observation at noon 47° 12′, long. 46° 14′, she met with quantities of broken ice, and sailed along a field of it during the night, and finally got a passage through it. At four o'clock on the morning of the 3d, she had soundings on the outer edge of the great bank. Islands of ice were occasionally seen till the 6th, when she made St. Peter's island, then completely covered with snow. The same afternoon, 52 miles to the westward of St. Peter's, the whole horizon to the southward and westward was discovered to be covered with ice; after beating in different directions, to discover a passage, several fields which shewed clear water beyond them were passed. The next day she got completely entangled in the ice, and it was finally determined to push through it. She was generally favoured with fair winds, but the ice was almost constantly covered with a fog, which prevented any observation from being made; besides, it was impossible to calculate the distance or courses to any certainty. At 12 at noon, on the 19th, the fog clearing up, Cape Ray was discovered, bearing N.E. distant three miles. On the 14th and 15th she was entirely stationary in the ice, lying alongside of the Isabella, M'Vicar, for Merimichie, which sailed on the same day from Greenock, and passed through the South Channel. On Sunday the 18th, at noon, all the sails on the main and mizen-mast being furled or backed at the time, the point of an apparently thin piece of ice, and of about 3 or 400 feet in superficies, struck the larboard port, knocked the ends of the staucheons into the timbers, and broke and drove in the lower edge of an oak plank of three inches and a half thick, about two feet under water. The water gained fast on the pump, and the carpenter reported that the port could not be secured without getting to the leak outside; under these circumstances the passengers were stationed at the pump, and the crew were employed in removing aft the weighty articles on the deck, clearing away the main hatch, and throwing the most weighty articles of the cargo overboard. At this time a ship was discovered coming out of the haze astern, and entering the ice. A signal of distress was immediately hoisted; but not sending her boat on board, Captain M'Coll, late of the Cossack, and a boy and one man, all that could be spared, were sent on board of her, to ask the assistance of their carpenter, and any hands the ship could spare. This assistance was refused, under the pretext that it was blowing too fresh. Captain M'Coll returned to the ship; the master of the stranger promised to stay by the Montreal, unless she hauled down

her signal of distress. He however shot a-head; at four P.M. he hoisted his top-gallant-sails, and was soon out of sight; the Montreal's signal of distress was still flying. At eight P.M. boards were got over the outside of the port, and next morning it was finally secured. At this time the ship was supposed to be about 40 or 50 miles south of the east point of Anticosti. On the 19th, at noon, the ship was again in a condition to carry sail. The next day she was out of the ice, and made Anticosti, to the westward of South Point. This morning she arrived at Quebec, without having seen any more ice, excepting on the shores near the mouth of the River. Some pieces of ice, among which the Montreal passed, were about fifty feet under water, and about six or eight above it. The weather was generally very cold, ice forming every night, and the decks frequently covered with snow. About a dozen vessels in all were seen in the ice from the Montreal. The captain of the Isabella counted 12 outside of Cape Ray, ten of which he said he saw within the Cape. He was nearly a-shore on Cape Ray; he spoke outside of the Cape the Isis, from London, and saw the Alexander, Vickers, from Liverpool.

NEW-INVENTED GAS.

A GENTLEMAN at Hull has recently ascertained, by experiment, that the common refuse whale-blubber, hitherto considered useless, will actually afford a most copious supply of gas, at an expense much below that of coal gas, and of a nature less noxious and unpleasant.

WRECK OF THE ROYAL GEORGE ABANDONED.

THE Resolute, diving-bell vessel, has gone into Portsmouth harbour. The project of dissevering the wreck of the Royal George has been abandoned, and the buoys which were moored upon the bearings of it have been taken up.

CORRESPONDENCE.

On our North American Timber Trade.

MR. EDITOR, *16th June*, 1817.

I HAVE had occasion to see the official answer from the Treasury to the petition of the merchants and ship-owners engaged in the timber trade with our American colonies; and am sorry to observe, that the idea of imposing *a duty* on timber, the produce of these colonies, is *still* retained, and intimation given of its being intended to be imposed during the next session of Parliament. Whether this duty can be afforded by the merchants and ship-owners, I shall leave for the consideration of all impartial men, interested in the prosperity of their country, only observing, that during the last year not less than five hundred sail went to British America to load timber; that the price of their cargoes may be estimated fairly at half a million; and that owing to the depressed state of trade, and the

reduced price of timber (which had fallen to less than one-half its value two years before), I do not believe the profits arising from its sale amounted on an average to five per cent.: indeed I know that many ships lost money by the voyage. As, therefore, no improvement has yet arisen in the price of timber, or in the rise of freights, it surely requires great consideration, whether the imposition of a duty on timber from North America, at the rate of 20*s*. per load, is calculated to augment and invigorate this branch of trade, or the contrary. I conceive, myself, that the ship-owner at present *deserves* (as he requires) *assistance* and encouragement; and as during last year timber cargoes paid no freight, and only five per cent. on the prime cost, I am really at a loss to find out the policy of laying on such a duty. I shall, however, be happy to find it is beneficial, both to him and to government, but I am apprehensive, that instead of proving so, it will have a directly contrary effect, and bring all concerned to the resolution of rather laying their vessels up, and allowing the seamen to remain out of employ, than to continue fitting them out, and sending them on voyages, promising no other result than that of a certain and considerable loss.

Orion.

On Change of Titles in the British Navy.

MR. EDITOR, *16th June*, 1817.

I BELIEVE there is some idea at present of making some alteration (intended no doubt as an improvement) in the title and appellation of different ranks of officers in the navy. I have heard it suggested, that the post captains should be styled commodores, and the commanders captains; for my own part, I feel little desire to see any such *trifling* alterations attended to, whilst others of far more consequence and importance are neglected, or deferred; but as it possibly may be determined to gratify the wishes of particular individuals in making *this* change of *name*, instead of *system*, I beg leave just to hint, that I think if the post captains retained their present title, and commanders were called captain-lieutenants, all would be done which is necessary; it might, perhaps, be also proper to give the rank and title of commodore to twenty of the senior post captains commanding three deckers; but I have great objection to any change, and would much rather observe the Board of Admiralty and Navy Board anxious to promote and encourage other improvements and alterations in the service, which are much wanted, to render it fully efficient, than employed in making silly changes of this nature. I would rather see it patronizing the scientific and zealous officers of the navy, who are devoting their hours of leisure to useful science, and to professional improvements, and who are now laying these before the public. I have only to mention the works of Captain Beaufort, Lieutenants Chappel and Blacquiere, Mr. Bain, on the variation of the compass, Captain Layman, in the course of preparation, on forest timber, and naval history, to shew how becoming it would be in those at the Admiralty Board to encourage the useful labour of such men; yet I blush to say that these, and many

others like them, are neglected, and left to cold forgetfulness and chilling scorn. Our navy, Sir, is very far from being efficient; and if again required to act on a *great* scale, would require able hands to guide the helm: let, therefore, our alterations be real improvements; our attention unwearied to make them so; and to bind up *the wounds* which fester and corode the hearts of many gallant officers and men, who were, and would be still its ornaments.

Neptunus.

On Neglected Merit.

MR. EDITOR, *24th June*, 1817.

I KNOW you are the *brave man's friend*, and that you do not confine your biographical memoirs to the great and fortunate *alone*, but are equally willing to open your pages to those who may be no less deserving, but far less the children of fortune, and of interest: biography would indeed lose a considerable portion of its utility and agreeable variety, if alone confined to men of rank, however distinguished, and of officers who rise to the highest honors; it is equally necessary, and just, to diversify the scene, and to hold up men of virtue and talent, who have been unfortunate in their professional career, to the sympathy and respect of their countrymen, who will be willing to applaud, as well as to sympathize with men who have served their country well, yet have been left to unmerited neglect, and have been passed unheeded by, wholly unable to surmount (however it may lacerate their manly hearts) those obstacles which too much abound in all professions, to the great detriment of merit which has no patron. Allow me to entreat your attention, Mr. Editor, to these facts; and to request, if you can procure the proper materials, that you would lay before the readers of your Chronicle the professional services of a gallant, although neglected, officer, Captain Boorder, who has long been permitted, (I know not why) to languish on the list of commanders, although during the revolutionary war no captain of a sloop of war exceeded him in activity or bravery; his name is repeatedly to be found mentioned with the highest panegyric in the gazettes, and his services being under the eye of a very gallant commander, the late Lord Duncan, were often recommended to the Board of Admiralty, as entitled to reward and promotion; yet, notwithstanding all this, and although decidedly one of the best officers in the navy, this excellent man, and distinguished commander, both by his gallant actions and his proper feeling, is now lost for ever to the service.

I should be happy to see a correct statement of *his* various services, as I know they would be perused with interest by professional men, who respect and value him. I hope some of your correspondents will procure them for you, and also those of other officers in a similar situation to Captain Boorder.

A Friend to Naval Merit.

On the Inviolability of the British Funds.

MR. EDITOR, *May 28th*, 1817.

NAVAL men, as well as all other classes of the community, being interested in the present state of the country, it may not be deemed altogether foreign to the design of the Naval Chronicle, for its pages to contain some observations on subjects to which the attention of the nation in general has been directed.

Those who, amidst the toils and perils of war, escaped the attacks of hostile climes and dangers of battle, and who having had an opportunity of gathering something from the spoils of the enemy, and the prudence to save it, looking forward to the pinching days of half pay; and who have entrusted it to the hands of the nation, under the guarantee of her honour and faith, must feel surprise and indignation, at the proposition of some pretended patriots, that the nation should sully her honour, by breaking her faith with individuals, of whom she borrowed in the day of her necessity.

Some men are glad to seize every opportunity of clamouring, and making a noise upon subjects which are likely to attract the notice of the public; but what would any one, who has the least sense of justice, say of that man, who borrowed of his neighbour in the day of his need, and when this was over, endeavoured to violate his plighted faith, and cheat his creditors?

Shall the public burthens be made a pretence for the violation of public faith? Shall those who have entrusted their all into the hands of the nation, upon the faith of her veracity, be less secure than those who have trusted individuals? Shall the faith of the nation be held less sacred than that between man and man? Who are the men that would have it so? What are their *personal* sacrifices for the public good? Let them be set forth in array, that we may behold them aright, and duly appreciate their value. Shall we listen to such doctrine from those who have disgraced themselves by stock-jobbing, and would attempt to wipe it off by thus assuming a tone of patriotism? Shall we listen to those whose rent-rolls have been doubled within the last *twenty-five* years, and who now desire to maintain the enormous and preposterous value that land had attained in this island? From such quarters, the proposition brings its condemnation along with it.

A man of landed property says, let the fund-holders pay the income tax, because the same stock will purchase more land than it would some time ago. Stop, Sir, be not so hasty in your conclusions, a few words upon this subject, if you please, as you appear to be looking only through the medium of self-interest. Previous to the war of the French Revolution, the three per cents were upwards of 90, at one time 96, and all other stock in proportion; who then had the temerity to say, tax the fund-holders *only*, because stock, if sold out, will purchase so much land, wheat being then about *fifty shillings* the quarter. Did not he who then purchased into the funds do it at his own risk, as in all other transactions, whether public or private? What other property in the kingdom was to be made answerable for the lessening of his principal, by the falling of the funds? Into whose

brain could such an extravagant self-interested thought have entered? But what better is it, that because land has fallen from the dangerous height it had attained, that its owners are to be remunerated by the plunder of their fellow-subjects, the fund-holders; many of whom would have been far more wealthy, had their capital been turned into land at a favourable time.

But in order more clearly to discern with what justice men of landed property have thrown out such unjust insinuations against the fund-holder, let us step back to 1792, and look at one of the latter having 500*l.* per annum from the three per cents, and a land-holder having the same income. The three per cents, taken at 90, the fund-holder's capital was worth 15,000*l.*; and the land-holder's, taken at thirty years' purchase, was of the same value; but if taken at twenty-five years' value, was only worth 12,500*l.* In a few years, what is the situation of these two men? The produce of land being doubled, his income is *one thousand* pounds per annum, and his capital, at thirty years' purchase, worth *thirty thousand* pounds; at twenty-five years' purchase, worth *twenty-five* thousand pounds.

What is the situation of the fund-holder? His income is still 500*l.* per annum; but the three per cents having fallen to 56, his capital is reduced to the value of little more than *nine thousand* pounds. What would the land-holders have said, had the fund-holders insinuated, that because land had increased one-half in value, while funded property had decreased near *forty per cent.* the former only ought to pay the income-tax. Are not all kinds of property liable to fluctuation in value? Even gold and silver are so; what selfish reasoning must it then be, to insinuate, that because the enormous value of land has fallen in this island, the nation ought to deal unjustly with her creditors, that the interest of land-owners may be promoted by this act of injustice. If the entertaining of such an idea prove the contamination of the heart, by the darkening, contracting, and defiling influence of selfish feelings and thoughts; how much more must that heart be contaminated and blinded, and estranged to every sense of justice, to every liberal sentiment, that has not only entertained the idea transiently, but has made it a constant guest, dined with it, supped with it, slept with it, and risen with it in the morning: that has had the consummate effrontery to introduce it, where its appearance ought to have aroused the indignation of every honourable sentiment that can be found in the breast of man. To place the land-owner and the fund-holder on the same footing as in 1792, wheat ought to be at fifty shillings the quarter, and all the other produce of land in proportion; the three per cents at ninety, and all other stock in a corresponding ratio.

If a land-owner of 500*l.* per annum in 1792, had, in eight or nine years afterwards, disposed of his estate, worth one thousand pounds per annum by the rise of the produce of land, at thirty years' purchase, it would have been worth 30,000*l.* and this would have purchased an annuity in the three per cents (at 56) of *sixteen hundred pounds* per annum, while the fund-holder of an equal income in 1792, was stationary in that respect; and his capital reduced more than one-third by the falling of the funds; and which,

if turned into land, at thirty years' purchase, would only have given him an income of 270*l.* per annum; lessening his income almost one-half, by turning his funded capital into land; while the land-owner, by turning his landed capital into funded property, advanced his income above *one-third*, and to above three times that of a stock-holder whose capital equalled that of his land, at thirty years' purchase, in 1792.

These brief observations, on a subject of notorious fact, will clearly show with what justice any man, or men, have insinuated a violation of the nation's faith towards her creditors. He who purchased into the funds when they were so high in 1792, did it at his own risk: he who purchased land when the land mania was at its height, did it at his own risk. What other property does the selfish creature imagine is to be violated for his want of sagacity and common sense, to discover, that land could not maintain the dangerous and preposterous height it had attained, any more than the nation is to be left in the hands of corn-jobbers and factors, as at the present day, who make the markets what they please. It is much to be desired, that our legislators would look into this subject with the eyes of political wisdom, and consider how much the future commercial prosperity of the nation depends upon the moderate price of the necessaries of life; how much our resources depend upon the extension of our commerce; how much the interest of the landed property depends upon the success of the commerce of the nation.

Nothing can discover greater political blindness and error, than burthening every commodity for the advantage of the landed interest; than severe and stupid prohibitions against the importation of the necessaries and comforts of life, that the landed-interest may swell its rent-rolls, and ride over all other classes of the community.

Ah, blind legislators, will ye not consider by what means your wealth increased so enormously? When Great Britain was involved in a tremendous war, when she had all the navies of Europe to contend with, her own invested every coast, and carried her commerce at the mouth of its cannon; it commanded every shore, and under its guardian wing and protection the commerce of the nation flourished to a degree never contemplated by the most sagacious statesman, never imagined by the most sanguine calculator. Now the thunders of that navy have ceased to command the gates and doors of commerce, its usual channels are barred up; now that the cannon of the British navy cease to command the shores of Europe, her nations demand a reciprocation of interests. How is this to be attained? By impolitic restrictions upon the exuberance of their productions? Will not, and has not this provoked retaliation? The corn-bill, the seed-bill, wool-bills, and all bills for fencing and guarding, and screwing up the produce of land, are only so many weights and fetters on the commerce of the nation; so many obstacles to its extension.

Whatever the landed-interest of these kingdoms may think; however erroneously it may judge of its unexampled profits; the extended commerce of the country was the cause, joined to the peculiar situation of Great Britain, during a conflict so long and arduous.

The cause having ceased, so have the effects: and as the extension of

commerce increased the value of land in this island, by the curtailment of the former, a diminution of the latter must follow as a natural consequence. Extinguish the commerce of the country, and the value of land will become insignificant to what it is at present. Wherefore? Because more than half the wealth of the nation would soon vanish; more than half her present resources would be soon dried up.

How narrow, selfish, and mistaken, must the policy of those men be, who imagine, that by restrictive laws, calculated to enhance the price of all the necessaries of life, and make the inhabitants of this land eat their loaf at near double the price it costs the neighbouring nations, that by those means they are promoting the interests of the nation. Such a thought, surely, cannot enter the mind of any man, but him who is enveloped in the obscuring fog gendered by selfishness; and while he imagines he sees the way to increase his own wealth, he is altogether blind; and sees nothing but a phantom, created by the partial workings of his own mind.

If the landed interest of Great Britain imagine it can enrich itself at the expense of the commerce of the country, it is grievously mistaken. If it think it can enrich itself by attempting a monopoly of all the necessaries of life, it is grievously mistaken. Oppress and impoverish the nation for its benefit, and this will in due time bring down its lofty assumptions, and humble it to a corresponding level with all other ranks in the community. The body politic to be in full health and vigour, must have all its members impartially attended to; no one oppressed for the benefit of another; much less all dealt hardly with, that the head might be benefited. This could only be effected for a short time, as its very effects would be to paralize the head; throw it into morbosity, and languishing consumption.

Should the operation of the sinking fund be proved inadequate to make head against the national debt, and to eradicate its present grievous effects, justice would demand that the whole nation, without distinction or partiality, should be called upon to assist in lessening the weight, and not to deal unjustly with one part for the benefit of another.

Thus were a mighty effort judged necessary to extinguish a certain portion of the national debt, this ought to be done proportionally by all property, of whatever denomination, whether land, houses, merchandize of every denomination, cattle of all kinds, vessels of all descriptions; then, but not till then, might it be just to take a proportional part from the nation's creditors.

Instead of the creditors of the nation being answerable for the deterioration of any species of property, justice might think, that all was answerable to them. The man who holds an estate, has not committed its value to the faith of the nation; the man who possesses houses, has not committed their value to the faith of the nation; the merchant has not committed the contents of his stores and warehouses to the faith of the nation; nor have any other who hold their property in possession, of whatever kind it may be, committed it to the faith of the nation; but the fundholder has: perhaps his all. And for this reason is his property to be held less inviolable than that of any other description? That which ought to be the most inviolable, shall it be the first violated?

Having already exceeded the length of the observations I intended making on this part of the subject, I can only add, that the case is so plain, that the man whose mind is impressed with the least sense of justice can have no doubt; however pretended patriots and reformers, out of the dark recesses of their unjust conceptions, may endeavour to produce an ignis-fatuus, in the shape of reason, to lead the multitude astray.

Arion.

Oriental Information requested.

MR. EDITOR,

As I clearly perceive, from the nature of some of your communications, that some learned gentleman, particularly well versed in oriental knowledge, takes a considerable interest in your work, I beg to submit to him, whether he might not give a communication on the present extent of Turkey, and what part of the ancient world is comprehended in that Empire.

I should also like to see from him a speculation on the ancient navigations; where he considers the ports of Ophir and Tarshish were situated? and the knowledge of the ancients in India; the voyage of Nearchus; the circumnavigation of Africa, in the reign of Necho; the Periplus of the Erythrean Sea, &c. I am, Sir, &c.

J. E.

On Marine Surveying, and Nautical Discovery.

MR. EDITOR, *June 5th*, 1817.

SINCE I sent you a former communication on this subject, I am happy to observe, that surveying vessels have sailed in different directions, for the purpose of re-surveying our own coasts; and as it appears the Board are alive to the importance of this object, I need only express to you my own gratification at perceiving this to be the case, and farther to suggest the utility of continuing our nautical researches on foreign stations, and in the Southern Pacific Ocean, where an *Anson*, a *Byron*, a *Cooke*, and *Vancouver*, have already been the great and unwearied precursors in the tract of discovery. If it is said, that the field is exhausted, I cannot easily accede to this declaration, we know that both the Russians and French have fitted out vessels to prosecute such researches, and to establish settlements; and in time of peace Britain ought to continue them, were it only to *train* her young and rising naval officers to such researches, and lead them to the love of science and discovery. I have already mentioned, that many of our *best* officers have been bred in the school of these eminent circumavigators, and I hope such a school will not be laid aside; it surely will not be said, that the expense must at present prevent any new undertaking of this kind; if England is indeed fallen so low, then I despair of her fleets and armies being any longer her impregnable bulwarks. We are, perhaps, exhausted; but still our glorious constitution remains, and we shall yet triumph over

every difficulty: a few thousand pounds employed in promoting useful discoveries cannot be an object, when its end is at once so noble, and so worthy of the first maritime country in Europe. I would therefore propose, that government should fit out a ship of 350 or 400 tons, under a post captain, three lieutenants, four mates, and ten midshipmen; and a brig of 250 tons, under a commander, two lieutenants, three mates, and eight midshipmen, to sail in company to the Pacific Ocean, and then each to take a separate route, but to meet again at a particular rendezvous every twelve months, during their absence of three years. We know how well equipped and prepared Captain Vancouver's vessels were; and how well they answered the purpose of their voyage; and we know what valuable and important objects that voyage of discovery ascertained. I should therefore be glad to see a similar undertaking soon set on foot, and there are several eminent and able officers who sailed with Vancouver still alive, and able, I presume, to follow in the same glorious track: Captain Mudge is one, and Baker another. I think Captains Barry and Swaine were also with him.

Triton.

Albion's Explanation, in consequence of "J. C.'s" Observations relative to Merchant Builders.

MR. EDITOR, *12th August*, 1817.

AS it is the noblest part of honour to acknowledge an error when convinced of it, I have no hesitation whatever in candidly acknowledging to "J. C." and the readers of the N. C. that *if* government furnished *the materials*, and appointed *constant overseers*, whose only business was to superintend the building of these ships, which have undoubtedly cost so much money to the nation, and done so little service to the country, the *merchant builders are not responsible for their deficiency*; and that my observations respecting their conduct were made without any knowledge whatever of this certainly highly important circumstance. I regret therefore, having attached blame, where it seems, from "J. C.'s" statement, so little was due. I have, however, this important fact on my side, that at no very remote period, the assertions I made use of were used, and *never* contradicted; and it is very certain that large fortunes were the result to the builders, at that time, of their exertions in preparing a navy, for this country; whether the ships they built were or were not durable, I leave to "J. C." to determine; but I think the fact of government having entirely abandoned the system of building in private yards (although we should, in the event of war, be greatly in want of ships, and the King's yards must be many years in replacing those lately sold and broke up) speak volumes on the subject. As "J. C." appears to be on the spot, and to possess *ample* information on this most important subject to the country, I am very hopeful he will contribute his knowledge to the readers of your work, in an enlarged communication, relative to ship-building.

I have only farther to remark, that whether the system of building in

private yards allowed government to be cheated or not, it is undeniable, that it was execrated by every one as a most ruinous job; and that the country was taken in by it, there is not the least doubt. "J. C." professes reluctance to enter into another paper war; and I mean to decline it, as productive of no good to your work, or the interest of the navy. I shall always be open to conviction, and when in error, ready, as now, to retract any really injurious observation, where incautiously used. Having said thus much, I hope this very useful Correspondent, whose communications to you occasionally are very valuable, will take my hint, and give the public more information on the momentous subject of the causes and consequences of the early and ruinous decay of our men of war; telling us candidly when it was the fault of the builder, and when it arose from the unavoidable use of unseasoned wood. I think he is fairly called on to do so; and of its utility there can be no doubt.

Albion.

On Improvements in the Navy.

MR. EDITOR. *June 16th,* 1817.

AMONGST your numerous Correspondents who have zealously devoted their time and attention to forward those measures which they conceived calculated to produce beneficial consequences to the naval service, I observe of late a new and no less active writer, Mr. Urquhart, who, in order to do away the impression of being an *anonymous* correspondent, boldly puts his name to his opinions. Many gentlemen withhold *theirs,* only from delicacy and modesty; but real signatures are no doubt of consequence, in order to prove to the profession, that the writers are really men who have had access to know and understand the subject on which they treat. I have perused this gentleman's letters in your last Volume with attention, as well as his letters addressed to Lord Melville and Mr. Wilberforce, on very important subjects; *viz.* the better manning of the navy, *by abolishing impressment;* these are creditable to his judgment, and to his heart; and holding the same opinions, they have *my* complete approbation. Nor do I think the observations in your number for April last,* less worthy of notice; they no doubt accuse the Admiralty Board of a disinclination to attend to or forward any naval improvements, suggestions, or discoveries pointed out to them; and of course will not perhaps be well received by that Board; yet his language is, I fear, that of truth; and if this is the case, I would only ask, and I do it with deference and respect, is our navy yet arrived at the highest possible pitch of improvement? Are *all* new plans or suggestions useless, and unworthy of notice or consideration? Are our officers and seamen *satisfied* and *contented*? Have their claims or their rights been admitted and granted to the utmost? Have our ships yet attained that unrivalled excellence in *model, durability,* and *capability,* as to render no improvements, no new system necessary? Is it improper *now* to encourage and protect such men as Admiral Knowles

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* *Vide* Vol. xxxvi. p. 300.

was, as Admiral Schank is, and as many * able and scientific officers would be, if their useful labours were not damped by neglect, and rendered unavailing by official arrogancy and repelling hauteur.

I ask these questions of professional men, and I am not ignorant, Sir, of their answer; it is this: that if much is not done, and that *very soon*, to render our naval system more perfect, and our force more efficient, our navy must and will, at the commencement of a new war, suffer grievously from the neglect, which is the more unaccountable, as there are unquestionably very able men at the Board, men who are highly regarded and respected throughout the service, and who are not only excellent judges of maritime subjects themselves, but have constant access to the opinions and advice of their brother officers, when they choose to consult them. How much then is it to be lamented, that every suggestion should not be at least *well received*, and maturely considered and reported on. I am convinced much good to the service would follow such a mode of procedure, which is always followed in France and other countries: the same opportunities for discussion, the same time and leisure, may not always be ours; we know that war leaves little time at the Admiralty for such investigations; it is a time of bustle and hurry, and constant preparation: but now is the season for *improvements;* and as I believe, in my conscience, that much is yet wanted, I would fain hope these measures will not be delayed. Lord Cochrane has told us, "that the sun of our maritime greatness is set for ever." I regret that this saying should so nearly apply to *himself*, but to the nation it does not yet hold good; let us do all in our power to prevent its doing so in our time: to this we are bound by every tie, and by the highest duties; and the Board of Admiralty which shall endeavour to *set up the rigging of our gallant*, although *weather-beaten ship*, will deserve and receive the gratitude and admiration of every true-hearted seaman, and of every well-wisher of the country; this *is* done at sea on a long voyage, or after a storm, for fear of another; and shall we be less wise or prudent in the management of such a grand and important charge as the navy of Britain. If these are *truths*, they will be read with attention, as they are offered with respect; if they are only the suggestions of *fancy*, then away with them to oblivion; but let our naval helmsmen recollect the magnitude of their trust, and *what* their country expects at their hands; it is no less than to preserve our navy *unimpaired;* by which is meant, that wherein it has been injured by time or otherwise, *proper means* should be used to repair the mischief.

Alfred.

Reply to Clericus.

MR. EDITOR, *London, August 15th,* 1817.

IN the Naval Chronicle of July last, you have inserted a letter, under the signature of "Clericus," in which certain observations are made on the Naval Asylum at Greenwich, which, as a friend to truth and jus-

* Sir H. Popham is, I admit, an exception.

tice, I cannot suffer to pass unnoticed; nor, I am persuaded, will your impartiality deny to me an opportunity of refuting, through the same medium, what I conceive to be an illiberal attack on that Institution.

"Clericus" is not content with proposing a new establishment in favor of the sons of officers of his Majesty's navy (a subject which I understand has been for a long time in contemplation of his Majesty's ministers), but is desirous to annihilate an old established Institution, designed for the maintenance and education of the children of warrant, petty officers, seamen, and marines; and this subversion he purposes under the specious but false pretext, that the majority of those admitted into the Asylum are not the sons of seamen or marines, and that the benefits to be derived from this establishment, are far overbalanced by its "enormous expense."

As the building is open at all times to the inspection of the public, it is a pity that "Clericus" did not follow my example, in visiting the establishment, before he ventured assertions, which are wholly unfounded. As a real friend to the navy, I have taken great pains to ascertain whether there was any truth in the different reports that were in circulation to the prejudice of this Institution, and the result of my inquiry is, in my humble opinion, completely satisfactory.

The evil reports that were abroad found their way into the House of Commons; and in the session of 1816, a Committee was ordered to investigate the management of the Naval Asylum. Their report distinctly states, that there is no fault whatever in the interior management of the Institution; and a second Committee of the last Session puts the matter at rest, as they not only confirm the first report, but add—

"That due care has been taken, and proper attention paid to an economical management of the Naval Asylum. That every thing has been furnished by contract that could be supplied in that manner; and that no blame is imputable to any one; and that no undue influence has been exerted, or favor shewn, in the admission of the children."

By way of elucidating the subject, I will explain what I know to be a fact. Children are admitted into this Institution, not by patronage, but according to specific claims, under the following classifications:—

1st. Orphans of warrant, petty officers, seamen, and marines, whose fathers have fallen in his Majesty's service, and have no mothers.

2d. Children of ditto, whose fathers have fallen in his Majesty's service, and have mothers.

3d. Children of ditto, whose fathers having been wounded or maimed on board his Majesty's fleet, who are incapable of further service, and whose families are numerous and indigent.

4th. Children of ditto, whose fathers are actually employed in his Majesty's fleet on distant stations, and whose mothers have died during their fathers' absence.

5th. Children of ditto, whose fathers are actually employed in his Majesty's service, and whose families are numerous.

This is the order of claims—the scale of preference agreeably to which applicants are admitted into this Institution. That these regulations are founded in justice and humanity is a truth too evident to require any proof; and it redounds to the credit of the parties that have the control of the Institution, that, from the order of admission here established, not a single deviation can be produced. Is it not then unpardonable *ignorance*, I will not say *malignity*, in "Clericus," to affirm, that few seamen's children are benefited by the Institution; and that "a host of those who possess as much claim on a naval institution as the porter at the Admiralty door has to be created Lord Chief Justice, compose the majority of the Establishment."

The average expense of each child annually, including clothing, provisions, washing, the payment of officers, masters, and other classes of every denomination, does not exceed 18*l*.; where then is the enormous expense incurred—and what can be the patronage of such an establishment? When I further state, that the officers are only five in number, and if you add the head master, and an assistant for every hundred boys, and a nurse for every fifty, and the same calculation for the girls, you have a general view of the Institution.

By the regulations of this establishment, every officer and assistant must have faithfully and meritoriously discharged their respective duties in his Majesty's naval or marine service; and the females are the wives or widows of officers, seamen, or marines, of similar description. Indeed, the Committee of the House of Commons state, in their Report, "That the Establishment is strictly Naval."

If you were to witness, as I have done, the zeal and attention of the different officers of this Establishment, you would be satisfied that it does not, as "Clericus" says, abound in "Sinecurists;" on the contrary, you would find that all of them have important duties to perform; duties which demand and have incessant attention, and are necessarily accompanied with no small degree of solicitude, trouble, and responsibility.

I have the honor to be, Sir, &c. &c. &c.

A Friend to Truth and Justice.

"He should obtain all his desires,
Who offers more than he requires."

Sir Thomas Urquhart's Tracts,
page 12, published 1651.

TO THE RIGHT HONORABLE VISCOUNT MELVILLE.

My Lord,

Were I to draw conclusions from certain circumstances which have taken place, I perhaps might presume that my note to your Lordship, of the 23d ult. may have contributed in some degree to the Publication, at this time, entitled, "Proposals and Regulations relative to

the Royal Navy, made by the Board of Admiralty, and sanctioned by an Order in Council, on the 1st January, 1817."*

Among the various documents on public affairs presented to a British public, perhaps this is the most extraordinary, where it professes to be a scheme for manning the royal navy of these realms. So far as regards numbers, and arrangement for officers, it may be correct, but certainly it does not contain any efficients scheme or proposal for raising or acquiring the strong arm of its power, regular-bred British seamen, of which it was so deficient during the latter part of the late war, that many of our ships were not half effectively manned. It must be acknowledged, however, that this document exhibits a marked attention to the marine corps.

Reflect, my Lord, that when the French navy had merely theoretic and scientific officers, without practical experience, and was principally manned with French artillery, called cannoniers, at that time deemed the best in Europe, the superiority of regular-bred British seamen, both officers and men, was fully proved, by the victories obtained over them. The mode by which you are now proposing to man the British navy will only lead on to the old French system, but will never prove effectual.

It also should be had in consideration, that America is inhabited by a people like ourselves, and is a rising nation in naval power. From particular circumstances attached to her situation, she will have, ere long, a greater number of regular-bred seamen and shipwrights than any nation in Europe, perhaps this country not excepted: these men are only to be conquered by regular-bred British seamen. As a practical seaman, of long experience, and possessing a general knowledge of the seamen of this country, I feel no hesitation in saying, that your present plan commences at the wrong end.

As your Board have taken the hint from the suggestions of the American exposé on naval affairs to assimilate our ships of war of the same rate in their fittings, allow me once more publicly to solicit your Lordship's attention to what I have already suggested, and which no man has yet offered to refute, on manning the navy in time of war with regular-bred volunteer seamen, and offering them a retaining protection in time of peace. My suggestions are founded on what ought to be the true principles of the maritime policy of these kingdoms, as regards the raising and training of seamen, by an improvement of our marine system generally; the Naval College for officers at Portsmouth not excepted.

Although it has hitherto baffled the powers of other men, even Nelson himself, to accomplish this object, and do away the evils of impressment, for the honor of my country, and my profession, and to prove that we need not have recourse to France or America for their nautical genius, or first suggestions upon this subject, as on many other occasions, through the want of attention in the proper department to the representations of practical nautical men, I will pledge my character to my country, and on which no man sets a higher value, that if allowed to offer my opinions on this subject in the way I deem most effectual, to lay before nautical men (as I have already represented to your Lordship), capable of forming a correct

* *Vide* page 138.

opinion of what I shall offer, a plan in which I have no doubt of proving by what means it may be acquired, and at a much less expense, than under the present system.

The peculiar object to which my attention is drawn at this time, is already known to your Lordship, and it prevents me now enlarging on the subject. On the allusions of the Finance Committee to the pension and registry of seamen, mathematical demonstration, in due time, I hope, will convince them, that they have misconceived, through wrong information, what are the principles by which the effectually manning the navy is to be obtained.

The *Courier* of the 29th ult. after many flattering observations upon the penetration and judgment of the framers of this document before-mentioned, remarks, that "the reasons for all the changes are fairly and clearly stated, and the whole of the arrangements are beneficial to the character of the navy, and highly liberal in their operation on the officers." The writer of this paragraph might have added, but with a total disregard of the means whereby to obtain the strong arm of its power—regular-bred Volunteer British Seamen.

I beg leave once more to repeat, that I wish to act in unison with your Lordship on this great question, by aiding your powers with my ideas, founded on practical experience; in offering my opinions in this public manner, be assured it is contrary to my inclination; therefore hope your Lordship will not attach any blame to my conduct, so long as I have no other means, in thus casting a seaman's eye, and offering a seaman's opinion, in a seaman-like manner, for the good of my country, and my profession, respecting such means as I may deem necessary to obtain this great object; *viz.* the manning of the British Navy effectively, without having recourse to the Impressment of British Seamen.*

I am, with much respect,

Your Lordship's most obedient humble Servant,

Lloyd's Coffee-House,
4th August, 1817.

Thos. Urquhart

On the Qualifications of Lieutenants and Masters of the Royal Navy.

MR. EDITOR, *21st June*, 1817.

AMONGST the numerous improvements which of late years have taken place in the navy, not a few of them under the direction of the present First Lord, I am glad to observe, that since the termination of the war, the examination of the mates and midshipmen previous to passing for lieutenants, is made much more strict and serious than was formerly the case. When we consider the great value of a ship of war, the lives of the

* The ardent zeal of Mr. Urquhart is warranted by its object; and we sincerely hope he will be able to effect his benevolent and patriotic purpose.

crew, and the importance of the service she may be going on; and also that all this is, and must be, for many hours of the twenty-four, in charge, and under the direction of a lieutenant, the importance of his being *in all respects competent*, must strike every one. During the war, it was, I believe, found difficult to get a sufficient number of properly qualified *masters* for the navy, on account of the low rate of pay compared with the merchant service: surely, economy in such a case must be impolitic, and occasion great inconvenience and loss to the service; and considering the attention which the Board has bestowed already, and is no doubt continuing, in order to improve the service, as far as possible, and to bring it to greater perfection, I would venture to suggest, that their attention to providing *well qualified masters*, and to the appointment of *no* incompetent lieutenants, would be doing no small good to the best interests of the navy and the country: the examinations of *both* cannot be too rigid or exact, considering their very responsible and heavy charge. In time of peace it may also be matter for consideration, whether some schools a-float,* for the education of masters as well as midshipmen, would not be *practicable*, as it certainly would be *desirable*; it being matter of regret, that these officers are not acquainted with *every* sea, and *every* coast. Many may be good masters in the Channel and Baltic, who know nothing of the navigation of the Mediterranean or East Indies. I think it also admits of doubt, whether the plan of having sailing masters in the royal navy *at all* is a good one. I confess it occurs to me, that lieutenants, so long as there *are* masters, will always have more dependence on them, and less on themselves, than they ought; were they to be henceforth obliged to pass for masters, undergoing at the same time a lieutenant's examination, I am of opinion there would be fewer ships lost, and our naval officers decidedly made better navigators. The masters under 40 might be early incorporated with the lieutenants; the seniors receiving superannuation. Your's, &c.

Orion.

Memoirs of First Lords.

MR. EDITOR, *June 30th*, 1817.

OF the many memoirs of worthy men and gallant officers, recorded in the pages of the N. C. I do not recollect to have met with those of a distinguished and respected nobleman, who long presided at the Admiralty Board, during, I believe, the whole of the revolutionary war. You will readily perceive it is Earl Spencer to whom I allude; who, during a period of unexampled difficulty, guided the naval helm with such uncommon skill and ability, and who retired at last from his high station, carrying with him

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* I am happy to observe surveying vessels have been fitted out; they are, however, on too narrow a scale of equipment, to allow many young officers to be employed; and it is a pity the complaints of Leo and Triton (*vide* vol. xxxvii. pp. 206. 405.) on this head should be unattended to. Surveys ought to be made on foreign stations as well as at home.

the good-will and universal approbation of the naval service, and of the country at large. Earl Spencer's meritorious services at the Board have been, I believe, exceeded by none, and it is well known how anxiously his return to it was looked for in the year 1806, during the short administration of Mr. Fox: his conduct in private life is that of an enlightened and dignified British Nobleman, at once the scholar and man of rank. I should therefore think it desirable, Mr. Editor, to procure a memoir of the public services of his Lordship, as well as those of other First Lords who have presided at the Admiralty Board, and under whom *solid* and *real* improvements have been made in the conduct of our naval affairs. I need scarcely add, that the present naval helmsman, as well as his father, is well entitled to a niche in this temple of naval fame.*

Gracchus.

On the Peace Establishment.

MR. EDITOR, *16th June*, 1817.

YOUR pages being open to the communications of those who desire to offer their opinions, either on naval or commercial matters, I am anxious to raise my feeble voice, along with others, against the present prevailing mania for paying off our men of war, and reducing our military establishment to the lowest rate possible.

It is my decided opinion, that although the state of the finances of this country may make reductions necessary, yet, neither the internal situation of it, considering the present public feeling, and the tendency to change, which has manifested itself amongst us, can by any means justify the complete and entire *dis-armament* which we are working hard to effect. If it is not justified from our internal tranquillity, I fancy it will scarcely be maintained that our relative situation with foreign powers is such as to admit of our being completely at ease with respect to them; if we look around and consider what has been going on in South America for months past, and what has recently taken place at the Brazils, in Portugal, and at Algiers; and if we also bear in our minds the anxiety betrayed by the American government to form establishments in the Mediterranean, the Baltic, and the Pacific Oceans, and the powerful squadrons cruising, or preparing to attain, if possible, these favorite objects; I am sure it will not be found to be good policy on the part of Great Britain to keep her peace establishment so very low as it has lately been reduced. *Orion* has stated his opinion in a former number, of the necessity of having a few men of war on the South American coast, for more effectually carrying on and protecting a lucrative intercourse with these colonies (about to become independent, I conceive). I certainly think an addition to our force there indispensably necessary, and I regret therefore to find that government have no such object in view, but that the orders *for reduction* continue.

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* We shall be happy to find the observations of GRACCHUS attended with correspondent communications.

My own opinion is, that on every station our force is too small, and inadequate even for a peace establishment; and certainly ministers themselves originally intended it should have been higher, but they now say it is *necessity* which obliges them to give up their own judgment in favour of retrenchment and economy; as until the expenditure suits our income, they dare not put the country to any expense which can possibly be saved. Under these circumstances, Mr. Editor, I am afraid there is little chance of our keeping up our national dignity and importance by the respectable state of our peace establishments.* Let us trust, then, that the victories of the *Nile* and *Trafalgar* will be remembered *long after* our ships of war have been dismantled and our seamen paid off: the former in any thing but an efficient or sea-worthy state, and the latter to encounter distress of various descriptions; when we consider that these men have fought so often, and served their country so long, certainly every feeling mind must cordially enter into the sentiments of *J. C.* on the subject; *viz.* "making some effectual effort to provide for disabled or worn-out seamen." I cannot omit stating also my great anxiety at observing the shocking state of our ships, many of them have proved, on survey, utterly unfit for service, being in a state of rapid decay, from dry rot. Surely, Mr. Editor, it is time to devise some remedy for this evil, *big with ruin to the state.* Would it not be well to set in earnest about constructing our ships of teak and mahogany? although originally they might cost more money, in the end we should be infinite gainers. I trust, ere long, to see this plan followed up; at present, the British navy is far from complete; and it ought to be made so as quickly as possible: *on it* rests, mainly, our consequence and importance as a great nation.

Pactolus.

Circular to Naval Officers.

MR. EDITOR,

AMONG the many valuable suggestions recorded in your Chronicle, in that department of it appropriated to your Correspondents, are some from "A Friend to Naval Merit," page 125, of Vol. XXXVI.† I hand you the enclosed circular to naval officers, and think your Correspondent, whoever he may be, may assume to himself, in some degree, the merit of its production. His suggestions are offered in respectful language; and I perfectly agree with you, Sir, in the opinion, that such only should be adopted as the means of obtaining *redress,* whatever may be the *grievance.*

I am, Sir, your obedient servant,

J. L. S.

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* I scarcely need therefore to speak of fitting out ships for voyages of discovery or surveying.

† *Vide* also vol. xxxvii. pages 49. 117. 199. 201.

SIR, *Admiralty-Office*, 30*th July*, 1817.

It being frequently found necessary to ascertain in what ships individual officers have been at different times serving, my Lords Commissioners of the Admiralty have commanded me to desire that you will be so good as to fill up the inclosed form, as accurately as your recollection may enable you to do, from your original entrance into the service up to the present time.

It is probable that many officers may not be able to recollect the precise day of their several entries or discharges; in such cases it will be sufficient to state the year, and, where it is possible, the month.

It will be convenient that one of the forms herewith sent be returned to me; a second form is added, lest any accident should happen to render one unfit to be returned; and you will find on the other side hereof a specimen of the manner in which the form is to be filled up.

You will please to sign your name at full length at foot of the return.

I am, Sir, your very humble servant,

J. W. Croker.

Captain ——.

Memorandum of the Services of Captain James William Jones.

Several Bearings, or Ranks.	Names of the several Ships.	Names of the several Admirals, Captains, and Commanders.	Stations on which the Ship was chiefly employed.	Date of Entry.	Date of Discharge.
Vol. 1st Class	Salisbury	Capt. Erasmus Gower	Newfoundland	20 March 1785	
A. B.	Salisbury	Capt. Erasmus Gower Capt. Wm. Domett		1 Nov. 1787	7 Sept. 1789
Midshipman	Juno	Capt. Samuel Hood	Channel	8 sept. 1789	14 May 1791
Master's Mate	Ditto	Ditto	Mediterranean	14 May 1791	20 Sept. 1792
Lieutenant	* For Rank			1 May 1792	
Lieutenant	Hind	Capt. P. C. Durham	Western Islands Plymouth	Oct. 1793	5 Sept. 1794
Lieutenant	Crescent	Capt. J. Saumarez Capt. Ed. Buller	Channel Fleet East Indies	6 Sept. 1798	8 Oct. 1796
Lieutenant	Mastiff G.B.	Self	Leith Sheerness	15 Jan. 1799	28 April 1802
Lieutenant	Victory	Vice-adm. Lord Nelson Capt. S. Sutton Capt. Sir Thos. Hardy	Mediterranean West Indies Port of Cadiz	13 Aug. 1803	26 Nov. 1805
Flag Lieutenant	Ocean	Vice-adm. Lord Collingwood Capt. Richard Thomas	Mediterranean	27 Nov. 1805	15 July 1808
Commander	* For Rank			25 June 1808	
Commander	Halifax	Self	Halifax Portsmouth	17 Feb. 1811	26 Nov. 1813

James William Jones,
Commander.

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* In the event of your not having been promoted for rank, but at once to a ship in commission, either as Lieutenant or Commander, the blanks are to be filled up accordingly.

G. T. Del. Pub.[d] Aug 31, 1817, by Joyce Gold, Naval Chronicle Office 103, Shoe Lane London. J. Baily Sc.

Pl. CCCCXCI.

Burneranna Lough Swilly.

PLATE CCCCXCI.

Burncranna, Lough Swilly.

THE varied views of a meandering River, although affording an ample source of gratification to the spectator, admits but to a small extent of verbal illustration or description, unless it be a River like the Thames, bearing on its bosom the ships of all nations and the trade of the whole world, and where there is scarcely a town on its banks that is not distinguished by some historical event recorded to its honour.

The subject of the annexed Plate is truly picturesque in all its points, and that of Burncranna by no means the least so; yet as it is but another portion of Lough Swilly, of which river we have already given an account in vol. xxxvii. p. 216, we refer the reader thither for such information as he may require in the way of general description.

HYDROGRAPHY, PILOTAGE, &c.

East India House,
MR. HYDROGRAPHER, *16th August*, 1817.

AS the dangerous rock, or reef, on which his Majesty's ship Alceste was lately wrecked in entering the Straits of Gaspar, is a *new discovery*, and situated in the hitherto supposed fair track, I will thank you to assist in pointing out its situation to navigators, by inserting the following description of it in your valuable Chronicle, which has been transmitted to me from Batavia, by an officer of that ship.

Your's, obediently,

Jas Horsburgh

SIR, *Batavia, March 11th*, 1817.

As the unfortunate loss of his Majesty's ship Alceste, by striking on a sunken rock when entering the Straits of Gaspar, on the 18th of last month, may, when communicated to you, prove of infinite utility in preserving future navigators of those Straits from the danger, I embrace the earliest opportunity of informing you, that the west side of Gaspar island bore from the wreck N. 8° E. north end of Pulo Leat S. 40° E.; and the small island on the west side of Pulo Leat (called by the Malays, Pulo Chicalla, or Saddle island), S. 5° W. distance from the nearest part of Pulo Leat between 3 and 4 miles. The rock, or rather small coral reef, is

steep-to; the cast of the lead just before the ship struck was 17 fathoms, which was about the depth we had by both hand, and patent leads, kept constantly going from passing Gasper island.

By the above bearings, you will perceive we were steering in the fair open channel, as laid down in all the charts for passing about mid-way between Pulo Leat and the Three Feet Rock discovered by Lieutenant Ross, and perfectly clear of all indicated dangers. It is very probable the look-out man at the mast-head would have seen and given notice of the rock time enough for us to have passed on either side of it, but the sea had the whole morning been discoloured by fish spawn upon its surface.

During the fortnight we remained on Pulo Leat, we had opportunities of observing how very inadequately these Straits have as yet been surveyed, and how much is still wanting to render them securely navigable; upon which interesting subject, I shall take an early opportunity of communicating with you, on my return to England.

Captain HORSBURGH,
East India House, London.

PROPOSALS AND REGULATIONS RELATIVE TO THE ROYAL NAVY.

MADE BY THE BOARD OF ADMIRALTY, AND SANCTIONED BY ORDER IN COUNCIL, COMMENCING ON THE 1ST OF JANUARY, 1817.

IT was to be expected, that, in the natural lapse of time, and still more, in the course of a war, unexampled in duration and extent, several variations from the old establishment and regulations of the Royal Navy should have taken place; and however desirable, in the view either of economy or convenience, uniformity may be, it was impossible, during the pressure of war, either to resist the innovations which temporary circumstances rendered necessary, or to remould and reform the whole system of the navy, on every occasion on which some alteration was introduced.

We therefore find that there have grown up several inconsistencies, irregularities, and departures from the establishments, in particular articles of the naval service; and as we think this a favourable occasion for endeavouring to remedy the inconvenience which arises from these irregularities, and to reduce, as far as may be practicable, the several alterations which have been made, into one regular system, we most humbly beg leave to submit to your Royal Highness's gracious consideration, the following observations and propositions, on the rates, classification, and schemes of arming and manning his Majesty's ships; and on the pay, ratings, and numbers of the officers and warrant and petty and non-commissioned

officers of his Majesty's Navy and Royal Marines, and the establishment of the companies of Royal Marine Artillery.

I. The post-ships of the royal navy are divided into six *rates*; besides which, there are the various classes of sloops, fire-ships, bombs, gun-vessels, yachts, schooners, and cutters.

The division of the royal navy into six rates took place in the reign of King Charles the First, and at that period, and for several years afterwards, these rates included the whole navy.

In the reign of King Charles the Second, the sloops, fire-ships, and yachts, became distinguished from the sixth rates.

At the Revolution, the rates comprised nearly the same classes of ships which they now do, except that the sixth rate still included vessels of a less number of guns than twenty.

In the year 1719, a general establishment for building was adopted, which, however, was not long adhered to.

In 1733, a scheme of manning and armament, or gunning, as it was called, was proposed, but the latter was not adopted till the year 1742, and then only as applying to ships built since 1740.

In 1742, the ships of 20 guns, of the sixth rate, were increased to 24 guns, and 160 men, and this became for the time the lowest class of post-ships.

In the year 1745, the Board of Admiralty, observing that "no establishment or regulation for building ships had been made since the year 1719, which had been long discontinued; that instead thereof ships had been built according to particular schemes and proportions, without any standard or uniformity; those of the same rate being often of unequal dimensions, so that the stores and furniture of one would not suit another of the same class,—a matter of infinite inconvenience in point of service, as well as the occasion of extravagance in point of expense, &c."; directed a committee composed of all flag-officers unemployed, of the commissioners of the navy who were sea officers, under the presideney of Sir John Norris, admiral of the fleet, and assisted by all the master-shipwrights, to consider and propose proper establishments of guns, men, scantling of timbers, masts, yards, stores, &c. for each rate and class of his Majesty's ships.

This committee made a very elaborate report, and the whole was established by order in council of his Majesty King George the Second, on the 27th of March, 1746.

By this establishment, the rates, armament, and complements, of his Majesty's ships, were to be as follow:—

Rate.	*Guns.*	*Men.*	*Rate.*	*Guns.*	*Men.*
1	100	850 or 750	4	60	420 or 380
2	90	750 or 660	4	50	350 or 280
3	80	650 or 600	5	44	280 or 220
3	70	520 or 460	6	24	160 or 140

On this establishment, it is to be observed, that the 80-gun ships of the third rate were on three decks, and that the Board of Admiralty had suggested to the committee the expediency of substituting, instead of this

class, ships of 74 guns on two decks and a half, a proposition decidedly rejected by the committee.

A short period only had however elapsed, before a very striking instance was given, both of the way in which innovations are produced, and of the impossibility of resisting them; for, on the 3d of February, 1747, the Board of Admiralty acquainted his Majesty, that, "the French ship *Invincible*, lately captured, was found to be larger than his Majesty's ships of 90 guns and 750 men; and suggested that this ship, and all other prizes of the like class, and also his Majesty's ships of 90 guns, when reduced to two decks and a half, and 74 guns, should be allowed a complement of 700 men;" and, in 1748, the Board represented to the King in Council, that the ships built according to the representations of the committee had not answered their expectations, and they therefore prayed his Majesty's sanction for departing, in new ships about to be built, from the forms and models so lately established. This was granted, but not till the Board had been called upon by the Council, to lay before it a particular account of the alterations and variations designed; and on several subsequent occasions, in which the said establishment was departed from, a minute detail of the variation was previously submitted for the approbation of his Majesty in Council. We the rather notice these particulars, to show the difficulty, not to say the impossibility, of establishing and adhering to any fixed forms and scantlings; on which subject we shall humbly submit some observations hereafter.

Subsequent to this period, the introduction of 74's appears to have gradually advanced, as well as of frigates of intermediate sizes, between 44's and 24's; for, in the latter end of the reign of King George the Second, the classes of ships comprised in the several rates were as follow; *viz.*

1st Rate	100 guns.	5th Rate	44 guns.
2d Rate	90 —		38 —
3d Rate	80 —		36 —
	74 —		32 —
	70 —	6th Rate	30 —
	64 —		28 —
4th Rate	60 —		24 —
	50 —		20 —

During the whole of the period herein-before referred to, and indeed down to 1793, the force of the ships was stated from the actual number of guns they really carried; but the introduction of carronades, which began partially in 1779, and which was finally adopted, on the present extended scale in the navy, during the course of the first revolutionary war, increased the armament of the vessels, as they were found able to carry a greater number of carronades than the guns in whose stead they were adopted, so that the real force of the ships has no longer corresponded with their nominal force; and that principle of variation being once admitted, ships have since that time received denominations as to their number of guns, often, we believe, capriciously, and in one or two classes only, of the whole navy, agreeing with their real force.

A few instances will show your Royal Highness the inconsistencies into which this deviation from the old rules of the service has led.

The Caledonia, rated 120 guns, carries 120 guns; while the Hibernia, a ship of nearly the same dimensions, which carries exactly the same number of guns, is rated only at 110 guns, being a less number by 4 than that at which the San Joseph is rated, though the former has in fact 10 guns more than the latter.

All ships of the second rate, though rated at 98, carry upwards of 100 guns, and they have all more guns than the St. George, a first rate, which is rated and carries 100 guns; and they ought all, therefore, according to the established regulations, to be included in the first rate, and there are in fact no real second rates; *viz.* three-deckers of between 90 and 100 guns, at present existing in the royal navy, in a sea-going condition.

In the third rate, some of the ships rated at 80 guns carry near 90, and others as 74 carry 80 guns, but the majority of the same denomination carry 74, and this is one of the very few cases in which the real and nominal force agree.

In the fourth rate, of the ships rated at 50 guns, one class (that on two decks) carries 58 guns, another (that on one deck) carries 60 and upwards.

In the fifth rate there are three frigates rated as of 40 guns; namely, the Sybille, taken from the French, which carries 48 guns; the Lavinia, built after her, which carries 50 guns; and the late American ship President, the guns mounted in which, on the day of her capture, were 54, besides one 42-pounder howitzer.

The frigates rated at 40 guns carry 50, and those rated at 38 carry 46 and upwards.

The majority of those rated at 36 guns carry 44, and some of those rated at 32 carry 46 and 48, being more than others that are rated at 38 and 36.

Similar differences between the real and the nominal amount of force exist in the fifth rate, but it is unnecessary to specify the details.

We trust we shall be excused for observing to your Royal Highness, that it is wholly unworthy the character of the royal navy of this kingdom to maintain this system, which, though introduced by the accidental cause we have mentioned, and without any design of deception, yet may give occasion to foreign nations to accuse us of misrepresentation, when we state that a British frigate of 38 guns has taken a foreign frigate of 44, when, in fact, the British frigate was of equal, if not superior, force.

We therefore humbly recommend, that your Royal Highness will be pleased to order, that the rule for stating the force of his Majesty's ships, which prevailed prior to the year 1793, and which, in fact, never was formally abrogated, should be revived and established; and that in future all his Majesty's ships should be rated at the number of guns and carronades which they actually carry, on their decks, quarter-decks, and forecastles.

The recurrence to this ancient practice of the service will render some slight variation, as to the limits of some of the rates themselves, necessary; and we therefore humbly propose that the following scale of rates be adopted:—

The first rate to include all 3-deckers, inasmuch as all sea-going ships of that description carry 100 guns and upwards.

The second rate to include all ships of 80 guns and upwards, on two decks.

The third rate to include all ships of 70 or upwards, and less than 80 guns.

The fourth rate to include all ships of 50 and upwards, but less than 70 guns.

The fifth rate to include all ships from 36 to 50 guns.

The sixth rate to include all ships from 24 to 36 guns.

Though, by this regulation, no ship under 24 guns will hereafter be a post-ship, we, in pursuance of the ancient practice of the service, propose that all his Majesty's yachts should be considered as post-ships, and should be rated, one as a second rate, and the rest as third rates, but with such complements as we may appoint.

It is necessary here to state, that several sloops are now rated as post-ships, and *vice versa;* and as much inconvenience to the officer who may be in the command of such ships, and much embarrassment to the public service, would arise, if the present rates of such vessels were to be immediately changed, we submit to your Royal Highness, that with regard to any such vessels at present in commission, this new arrangement shall not apply, until they shall be paid off, or until some other favourable opportunity shall offer of placing them in their proper rates.

Your Royal Highness will observe, that this scheme differs very little from that which has grown into use, and still less from the last establishment (that of 1746), which had the sanction of his Majesty in Council, and which, strictly speaking, may be said to be still in force.

We beg leave farther to represent to your Royal Highness, that the schemes for manning his Majesty's ships have, from the causes already referred to with regard to the guns, and from accidental and temporary circumstances, become so very various, that though these six rates were originally intended to regulate, amongst other things, the amount of the respective complements, there exist at this moment not fewer than twenty-nine different scales for manning the ships of the six rates; the third rate alone including seven distinct complements.

It were to be desired that all this variety and irregularity should be abolished; but we have seen that, so early as the year 1746, there were sixteen schemes of manning, and the variety of ships which have been from time to time built or captured (which though they may fall under the same rate, are yet of very different sizes), render perfect uniformity in this point impracticable: we are, however, of opinion, on mature consideration, that this variety may be very much diminished, and that two, and, in one or two rates, three schemes of manning, in each rate, will be found to answer all the practical purposes of the service, and will tend to simplify the system, by thus reducing the twenty-nine schemes before-mentioned to thirteen or fourteen.

We therefore submit for your Royal Highness's gracious approbation,

that the following be the only complements to be hereafter allowed to the several rates of his Majesty's ships and vessels :—

1st Rate .. 900, 850, or 800 Men.	4th Rate...... 450, or 350 Men.
2d do. ...... 700, or 650 —	5th do. ...... 300, or 280 —
3d do. ...... 650, or 600 —	6th do. .. 175, 145, or 125 —

Of sloops there are so many varieties, that we cannot propose to reduce the eight schemes of complement now existing, to less than four, as follow; *viz.* sloops, 135, 125, 95, and 75 men.

Brigs (not sloops), cutters, schooners, and bombs, we propose to reduce from ten schemes of complement to two, namely, 60 or 50 men.

And we also propose that for small craft, which may not require so large a complement as 50 men, we may be authorized to assign such a complement as we may deem necessary.

As there are no longer any regular fire-ships in the service, we humbly propose that, whenever it may become necessary to fit out any vessels of this description, we may be authorized to assign to them such complement of officers and men, together with the pay of such rate or class, as the size of the vessel employed, or the nature of the particular service, may render expedient.

We farther propose, that when it shall be necessary to fit out troop-ships, we may be authorised to assign to them such rates and complements as may seem proper.

By these regulations, the forty-seven varieties of complements, now in use in the navy, will be reduced to twenty.

Having thus submitted to your Royal Highness our propositions for the rating and manning of his Majesty's ships, it is next our duty to state, that the varieties in the rigging and arming of ships are at least as great as in the complements; the irregularities and deviation from establishment in regard to the form, scantling, &c. of his Majesty's ships, complained of in 1745, are now exceedingly increased, and are of much more serious injury to the service, both in respect to convenience and economy.

It is obvious, that the extra expense of providing masts, yards, rigging, and stores of various dimensions, for ships of the same actual force, must be very great; because, if not required for the particular ship for which they were orignally prepared, they are either useless, or must be altered to fit some other ship, at a great loss of labour, time, and materials; and, in case of accidents or urgency, this variety disables the ships from assisting each other: and it requires that the naval arsenals, both at home and abroad, should be furnished, at a very great expense, with a much larger assortment of these articles than would be necessary, if they could be made more generally applicable to the probable wants of the whole fleet; this will be explained to your Royal Highness more forcibly, by stating that for the single class of ships of the third rate, called 74's, there were lately not less than seven different schemes of masting and rigging; and that a squadron might be composed of seven vessels of this force, which could not properly employ one another's spare spars and sails, and for each of which the dock-yards must necessarily have their individual gear.

It is in this particular, above all others, that uniformity would be

desirable; but the experience of what occurred immediately after the establishment of 1746, as we have already stated, and of all subsequent times, shows that it is unfortunately unattainable: the varieties of ships produced by successive endeavours to improve our models, and still more the great numbers of ships of all classes which have been captured from the various enemies with whom we have been at war, render any scheme of perfect uniformity impracticable; but this very important subject has not escaped our consideration.

We have, in conjunction with the Navy Board, and with the assistance of a committee of experienced sea-officers, taken measures for pushing this principle of uniformity as far as the nature of the case would allow; and though the experience of what has occurred on former occasions dissuades us from attempting to establish, by the approbation and sanction of your Royal Highness in Council, minute details of the forms, lines, and scantlings of his Majesty's ships, we have the satisfaction of stating, that a system of gradual assimilation is in progress, and that we hope to see it every day become of more extensive operation, and more practical utility; and we beg leave humbly to assure your Royal Highness, that no efforts shall be spared, on our parts, to prevent, for the future, any unnecessary deviation from the establishments of rigging and armament, and to reduce the variations which exist to as few classes as possible.

We now proceed to submit to your Royal Highness some observations on the present mode of calculating the sea-pay of the officers and men of the fleet.

The pay of all classes in the service is liable to certain permanent deductions; and the pay of commissioned and warrant officers receives a very considerable addition, under the name of compensation; so that the rates of pay stated in the pay table would give a very erroneous idea of the actual pay of the several classes.

But the present system is also liable to other and more serious objections; for these deductions, from causes which are now become obsolete, affect the different classes very irregularly.

Thus, the deduction from the pay of a post captain, commanding a ship whose complement may be 215 men, is 4*s.* 3*d.* per mensem; while that from the pay of all captains of smaller post-ships, and of all commanders, is 4*s.* 9*d.*; while the deduction from the still inferior pay of lieutenants and masters, is as much as from 6*s.* to 7*s.* 9*d.* per mensem; and while the deductions from a gunner or boatswain of a first-rate are 5*s.* 9*d.* those from the carpenter are 6*s.*

The addition, by way of compensation, has an equally irregular effect.

The nominal pay of post captains is the same for all ships of the same rate; and yet in the third rate, for instance, for which the pay in the pay-table is 23*l.* 2*s.* per mensem, there are, in fact, six rates of pay; namely:—

£	s.	d.		£	s.	d.
40	5	9	per mensem.	42	0	9
43	15	9		45	10	0
47	5	9		48	3	3

It is obvious that this system of alternate deduction and addition, must

occasion great trouble and perplexity in the mode of keeping the accounts; and it will be evident to your Royal Highness, how inconvenient this confusion must be, to all branches of the public service concerned with this matter; which is increased by the circumstance, that the officers who are entitled to draw for their pay by bill, can only draw for their personal pay, from which the several deductions are previously to be made.

We have therefore humbly to recommend to your Royal Highness, that the pay of all officers and men be established, and stated in the pay-table, at a rate of net pay, including all additions, and exclusive of all deductions.

The effect of this, as it regards all classes, will be stated in a general pay-table, hereunto annexed; but as the change of system obliges us to propose an average rate of pay for officers of the same rate, who now receive various compensations; and as we have also to propose some increase of pay to some other classes, we think it proper, in this case, to lay before your Royal Highness a view of the several rates of pay, or of pay and compensation united, as they now stand, and the annual rates of net pay which we propose to establish in lieu thereof, to which we shall subjoin some explanation of several points of alteration; *viz.*—

FLAG OFFICERS.

ADMIRAL AND COMMANDER-IN-CHIEF OF THE FLEET.

Present.		Proposed.	
Net pay and compensation	£2,663 12	Net pay, 6*l.* per diem	£2,190
As commander-in-chief	547 10	As commander-in-chief, 3*l.* per diem	1,095
Total	£3,211 2	Total	£3,285

ADMIRAL COMMANDING-IN-CHIEF.

Net pay and compensation	£1,788 11 9	Net pay 5*l.* per diem	£1,835
As commander-in-chief	547 10 0	As commander-in-chief, 3*l.* per diem	1,095
Total	£2,336 1 9	Total	£2,930

NOT COMMANDING-IN-CHIEF.

Net pay and compensation	£1,788 11 9	Net pay 5*l.* per diem	£1,885

VICE-ADMIRAL COMMANDING-IN-CHIEF.

Net pay and compensation	£1,251 19	Net pay 4*l.* per diem	£1,460
As commander-in-chief	547 10	As commander-in-chief, 3*l.* per diem	1,095
Total	£1,799 9	Total	£2,555

NOT COMMANDING-IN-CHIEF.

Net pay and compensation	£1,251 19	Net pay 4*l.* per diem	£1,460

REAR-ADMIRAL COMMANDING-IN-CHIEF.

Present.	£	s.	d.	Proposed.	£
Net pay and compensation	£881	5	1	Net pay, 3*l.* per diem	£1,095
As commander-in-chief	547	10	0	As commander-in-chief, 3*l.* per diem	1,095
Total	£1,428	15	1	Total	£2,190

NOT COMMANDING-IN-CHIEF.

Present.	£	s.	d.	Proposed.	£
Net pay and compensation	£881	5	1	Net pay, 3*l.* per diem	£1,095

CAPTAINS.

	£	s.	d.		£
1st Rate	£812	6	0		
	800	18	6	1st Rate	£800
2d do.	683	6	9		
3d do.	626	18	3		
	615	10	9	2d do.	700
	592	15	9		
	570	0	9		
	547	5	9	3d do.	600
	524	10	9		
4th do.	461	9	3		
	438	13	3	4th do.	500
	404	9	9		
	393	4	2		
5th do.	368	10	9		
	357	3	3		
	345	15	9		
	334	8	3	5th do.	400
	323	0	9		
	300	5	9		
6th do.	306	13	9		
	295	11	3	6th do.	350
	284	3	6		

COMMANDERS.

	£	s.	d.	£
Various rates from	368	10	9	
to	261	8	9	300

LIEUTENANTS.

	£	s.	d.	£
Commanding	148	12	10	
	130	12	4	150
1st of line of bat. ship if of 7 years' standing	119	4	2	

MASTERS.

	£	s.	d.		£
Of the Fleet	172	12	8		200
1st Rate	172	12	8	1st Rate	170
2d do.	159	2	2		
3d do.	145	11	11	2d do.	160
				3d do.	150
4th do.	132	1	8		140
5th do.	118	11	2		120
6th do.	105	11	10		110
Sloop	91	10	8		100

SECOND MASTERS.

	Present.				Proposed.
In 1st, 2d, 3d, & 4th Rates	67	9	3		70
In 5th Rates and infra	67	9	3		60

PURSERS.

1st Rate	72	4	4	1st Rate	70
2d do.	65	15	9		
3d do.	59	6	10	2d do.	60
				3d do.	60
4th and 5th	52	18	3	4th and 5th Rate	55
6th, and Sloop	49	13	10	6th, and Sloop	50

CHAPLAINS.

In all Rates	160	8	8		160

MATES WHO HAVE PASSED.

1st Rate	48	17	9	1st Rate	60
2d do.	44	19	6		
3d do.	42	9	6	2d do.	55
				3d do.	55
4th do.	37	10	0	4th do.	50
In all others	33	4	10	In all others	45

MIDSHIPMEN PASSED.

1st Rate	35	3	10	1st Rate	50
2d do.	31	18	9		
3d do.	30	6	2	2d and 3d Rate	45
4th do.	27	17	3	In all others	40
All others	25	8	5		

CLERKS.

1st Rate	55	14	7		
2d do.	51	19	10		
3d do.	48	11	2		
4th do.	41	12	8	1st Rate	60
All others	37	3	1	2d do.	55
SCHOOLMASTERS.				3d do.	55
1st Rate	35	3	10	4th do.	50
2d do.	31	18	9	5th and 6th	45
3d do.	30	6	2		
4th do.	27	17	3		
All others	25	8	5		

Your Royal Highness will observe in this table, that the most considerable alteration has been made in favour of flag officers; and of this we beg to submit the following explanations:—

So long ago as the year 1693, the pay of the flag-officers of the fleet was at a higher rate than it stands at present, as will appear on a comparison of the rates established by Order in Council of the 2d of February of that year, with the present rates:—

	1693.			1816.			
	£.	s.	d.	£.	s.	d.	
Admiral of the Fleet	6	0	0	5	10	0	per diem.
Admiral	4	0	0	3	17	0	
Vice-Admiral	3	0	0	2	15	0	
Rear-Admiral	2	0	0	1	18	6	

By the said Order in Council of the 22d of February, 1693, the extravagant number of servants previously allowed was abolished, and the officers were allowed a number about equal to the present establishment.

This wise and salutary plan, which excluded all profits on servants, and assigned an adequate rate of net pay, was, however, rescinded by Order in Council of the 18th of April, 1700, which established the following rates of pay, and re-established the following extravagant number of servants :—

	Pay. £.	s.	d.	Servants.
Admiral of the Fleet	5	0	0	50
Admiral	3	10	0	30
Vice-Admiral	2	10	0	20
Rear-Admiral	1	15	0	15

And at these rates the pay of the flag-officers remained for upwards of 100 years, till, by Order in Council of the 23d of April, 1806, his Majesty was pleased, by a small addition, to make the pay what it at present is.

It is not easy to determine what, besides their pay, were the advantages that those officers made by their servants; but it is computed, in the appendix to the Order in Council of the 22d of February, 1693, that the annual saving to the public, on the reduction of the servants, would be on each officer as follows :—

	£.	s.	d.
Admiral of the Fleet	1,014	0	0
Admiral	557	14	0
Vice-Admiral	304	4	0
Rear-Admiral	177	9	0

Whether, therefore, these sums, or the sums granted as compensation, be added to the officers' pay, it will be apparent to your Royal Highness, that even on the reduced scale of 1700, the pecuniary advantages of the flag-officers of his Majesty's fleet were as great as they were for upwards of 100 years after, and very inconsiderably, if at all, less than they are at present.

We trust, therefore, on a review of these circumstances, and of the increase which has taken place in other parts of his Majesty's service, that the addition which we propose, of about 150*l.* per annum to admirals, 190*l.* to vice-admirals, and 210*l.* to rear-admirals, will appear moderate and reasonable.

With regard to the latter class of officers, it is worthy of observation, that if a rear-admiral should be serving in a first-rate, his whole pay and compensation amount to but 881*l.* while his captain, who lives at his table, and who is comparatively at no expense, receives 812*l.* We notice this, not as thinking the captain's pay too much, as we propose only to reduce it to 800*l.* but as showing the inconsistency of the present arrangement, and the necessity of making some addition to the flag officers' pay.

Your Royal Highness will farther observe, that we propose to double the allowance at present granted to commanders-in-chief, under the name of

table-money. We have done so, on a very mature consideration of the situation of officers of this rank; and your Royal Highness must be aware of the necessity of this increase, from the circumstance which has been frequently communicated to your Royal Highness, of the difficulty of inducing officers to accept, particularly in times of peace, this command; and your Royal Highness is aware, that of six rear-admirals, now commanding-in-chief on foreign stations, we have been obliged to recommend that your Royal Highness should be pleased to allow three of them to receive the emoluments of full admirals; and we should, if the measure we now propose should not be adopted, find ourselves under the necessity of proposing to your Royal Highness to extend the same indulgence to the other three commanders-in-chief abroad.

We have also not been inattentive to the rates of pay allowed to the officers of his Majesty's army of corresponding ranks. A military commander of the forces, whose situation is equivalent to that of a naval commander-in-chief, receives, in addition to his unattached pay, *9l. 9s. 6d.* per diem; whereas we propose for the naval commander-in-chief, an addition of only *3l.* per diem; but as the sea-pay of the flag-officer is greater than the unattached pay of the general, it is necessary, in order to give your Royal Highness a fair comparative view of the subject, to submit the following table:—

COMMANDER-IN-CHIEF.		COMMANDER of the FORCES.			
ADMIRAL.		GENERAL.			
Sea pay	£1,835	Unattached pay	£693	10	0
As commander-in-chief	1,095	As com. of the forces	3,458	0	0
	2,930		4,151	10	0
VICE-ADMIRAL.		LIEUT.-GENERAL.			
Sea pay	1,460	Unattached pay	593	0	0
As commander-in-chief	1,095	As com. of forces	3,458	0	0
	2,555		4,051	0	0
REAR-ADMIRAL.		MAJOR-GENERAL.			
Sea pay	1,095	Unattached pay	446	0	0
As commander-in-chief	1,095	As com. of forces	3,458	0	0
	2,190		£3,904	0	0

Your Royal Highness will perceive that the military officer's pay is, in every case, nearly one-third more than we propose for the naval officer; but there are circumstances peculiar to the naval service, which, in our opinion, counterbalance this superiority.

In times of peace, the number of officers having commissions as commanders of the forces, is, we are informed, very limited; whereas the commanders-in-chief in the navy are almost as numerous in peace as in war: the number, therefore, of flag-officers who will receive this advantage, and the narrower sphere of their duties must be set off against the inferiority of the sum received.

In times of war, the number of commanders-in-chief, if not greater, is not less than that of commanders of the forces; but we consider that the

superior advantages to be derived by the flag-officer, from his share of prize-money, will generally afford an ample compensation for the proposed inferiority of pay.

Upon the whole, then, of this part of the subject, we trust that your Royal Highness will agree with us, that the proposed rates of pay are just and equitable, as well with regard to the officers themselves, as to the public service at large; and that, however they may nominally differ from the rates allowed to the general officers of his Majesty's army, they will be found to establish as much real equality as the difference of the two services will admit of.

We have presumed to enter into this comparison with the pay of the army, lest it should be hereafter supposed that we had not considered the subject in reference to the military service; and in order to show that, although a perfect similarity cannot be effected, we have endeavoured, as far as it was possible, to attain a real equaility, and to obviate any complaints on the score of the apparent differences.

We think it farther necessary to propose, that commanders-in-chief shall be entitled to this allowance of 3*l. per diem*, only while their flags are flying within the limits of their respective stations, and that, on their decease, or during their absence, the said sum shall be paid, as is at present provided, to the officer who shall succeed to the command, if he be a flag-officer; but if he be a captain, that he shall be entitled to the sum of 1*l. per diem* during the time his broad pendant may be hoisted as commanding on the station.

And we farther propose that all flag-officers, whether commanders-in-chief or otherwise, shall be allowed to draw for the whole of their sea pay and commander-in-chief's pay, without distinction.

We farther beg leave to observe to your Royal Highness, that the advance of three months' pay now made to flag-officers on their appointments, is so inadequate to the necessary expenses of their outfit, that it has been the custom to grant to flag-officers, appointed commanders-in-chief on certain foreign stations, an imprest of one thousand pounds by way of outfit;—but we think it better that, in lieu of this occasional indulgence, every flag-officer appointed to the chief command of a foreign station, should be entitled to receive an advance of six months' pay, which would obviate the necessity of the occasional imprests we have hitherto been obliged to grant.

The pay of the other classes has been computed, not with a view to any considerable increase, but at a sum calculated upon the averages of the present rates.

It will at first sight appear, that the pay proposed for captains and commanders is considerably more than the average of the several rates now established: but upon this we have to observe, that the difference is not so great as it appears to be:—

Firstly, because the lower rates of pay are attached to ships of the smallest size in each rate, which are gradually disappearing from the navy, so that the majority of officers now employed receive the higher rates of pay; and secondly, because captains of flag-ships are at present entitled to a considerable addition of pay, which comes highest in the lowest rates,

and in peace affects a greater proportional number than in war. The value of this addition we have calculated in the amount of net pay before proposed, and these circumstances render the real increase of expense on this head less than it appears.

We have proposed that the pay of first lieutenants of line-of-battle ships shall be increased from 119*l.* 3*d.* per annum, which they now receive in common with all other lieutenants, to 150*l.* per annum, provided they shall be of seven years' standing; and we recommend that lieutenants commanding small vessels should be raised to the same sum; and we trust that your Royal Highness, considering the important duties and high responsibility of the senior lieutenants of line-of-battle ships, will be of opinion that this increase is just and expedient: and the increase of 18*l.* per annum to lieutenants, who may be subjected to the expense and responsibility of a separate command, will not, we trust, be considered too great.

It is proper to add, that the principle of making a distinction in favour of first lieutenants of line-of-battle ships, is not new to the service: as at the first establishment of half-pay, in 1693, this advantage was extended only to first lieutenant of 1st, 2d, and 3d rates, who had served as such for a certain period.

Though we have, for the reasons before stated, recommended the discontinuance of the flag-pay to captains (having provided an equivalent therefore), we do not propose to withdraw the allowance of 6*d. per diem* allowed to lieutenants of flag-ships, by his Majesty's Order in Council of the 21st September, 1796, having made no addition to the pay of this class of officers except in the single instance before mentioned.

We have farther taken into consideration the pay at present granted to young gentlemen, mates or midshipmen in his Majesty's service, the average of which, (for it varies in different rates) may be taken of the former at 40*l.* and of the latter at 30*l.* per annum. We do not feel it necessary to propose an increase of these rates, with regard to young men who have not passed their examination for lieutenants; but we hope that your Royal Highness will be of opinion, that those who have passed that examination, and whose responsibility and usefulness, as well as their necessary expenses, increase with their age, are entitled to a higher remuneration than young persons who may have lately entered his Majesty's service. We therefore have proposed an increase of pay to all mates and midshipmen who may have passed their examination.

We have to observe that the examination of young gentlemen for the rank of lieutenant has been lately made more strict, as, besides the usual examination in seamanship before naval officers, they are now obliged to undergo another at the Naval College, as to their proficiency in the scientific branches of their profession. We cannot but hope that the distinction, which we propose to establish in favour of those who shall have passed the prescribed examination (though it is new in his Majesty's service), cannot be considered as objectionable, either in principle or amount.

Connected with this part of the subject is the situation of schoolmaster on board his Majesty's ships, which is at present so ill remunerated (namly, at the same rate as the youngest midshipmen) that it is found impossible to

obtain persons of adequate acquirements to undertake this duty; we however feel so strongly the importance of the subject of the education of young persons in his Majesty's navy, as well of the upper ranks as the lower, that we have felt ourselves bound to propose to your Royal Highness an addition to the pay of the schoolmasters in the fleet; and if the chaplain should perform the duty of schoolmaster, which is highly desirable, we propose that he should receive the pay of both offices: this regulation, we think, will have the double tendency of improving both the condition and respectability of the chaplain and the schoolmaster; and our desire to encourage persons to undertake this duty induces us to recommend that the allowance to the schoolmaster, called Queen Ann's bounty, of 20*l.* per annum, and the remuneration to the chaplain for the tuition of young gentlemen, granted by the Orders in Council of the 4th March, 1812, and 4th March, 1813, may be continued.

The arrangements respecting warrant and petty officers we shall state distinctly in subsequent sections of this memorial.

* * * * * * * *

The rest of this section relates to the drawing of bills for pay, &c.

III. This section, after stating the inconsistencies in the existing rates of pay for boatswains, gunners, carpenters, &c. proposes the following regulations:—

1st. The pay and superannuation of gunners, boatswains, and carpenters, shall be regulated by the same scale.

2d. The scale of sea and ordinary pay shall be as follows, in the several rates:—

Rate	1st	2d	3d	4th	5th	6th et infra.
Sea	£100	90	80	70	65	60
Ordinary	£ 85	75	65	55	50	45

3d. The above pay is to be personal and net, and no deductions or compensations are to be made.

4th. No warrant officer shall be appointed to a fifth-rate, who shall not have served two years either in a sixth-rate or sloop in commission; nor to a fourth-rate, who shall not have served two years in a fifth-rate in commission; nor to a third-rate, who shall not have served one year in a fourth-rate in commission, or three years in a fourth or fifth-rate in commission; nor to a second-rate, who shall not have served two years in a third-rate in commission; nor to a first-rate, who shall not have served three years in a second or third-rate in commission. But as in times of peace it may not be possible for officers to serve the required time in commission, we submit, that in cases of vacancy, when there happens to be no man who has served the required time for an appointment, it may be given to the person who may be, in our opinion, in other respects the best qualified for and entitled to the situation.

5th. In the event of any warrant officer being put out of his ship by her being lost, broken up, or otherwise, he shall be placed as supernumerary in one of his Majesty's ships in ordinary of the same rate, until we may have an opportunity of giving him another appointment.

6th. The rates of superannuation of warrant officers shall be according to the following scale, formed on a consideration of the total length of service as warrant officer, with the length of service in commission:—

Total Service.	Commissioned Service.	Pensions.
30 years	20 years	£85
30	15	75
30	10	65
30	5	55
20	20	75
20	15	65
20	10	55
20	5	45
15	15	60
15	10	50
15	5	40
10	10	45
10	5	35

7th. Officers whose length of service may happen not to fall exactly under any of the preceding numbers, shall be pensioned agreeably to the rate which may come nearest to their length of service.

8th. Officers having a shorter period of service than the lowest of the foregoing, shall receive either the pension to which their services would entitle them from Greenwich hospital, or such other sum, not exceeding 30*l.* per annum, as we, on a view of the individual case, may appoint.

9th. No warrant officer shall reckon as service, either for promotion or superannuation, any time for which he shall not have a certificate of good conduct from the captains or commanders of the ships in which he may have served; and if the certificate should not state the good and meritorious conduct of the officer for the specified period, such time is to be disallowed him; but if the warrant officer thinks he has any reason to complain thereof, he may address his complaint to our secretaty, for our inquiry and final decision; and in this case, we submit that we be authorized to allow the time or not, as we may judge proper.

If your Royal Highness shall be graciously pleased to sanction the foregoing propositions on this branch of the subject, we shall be enabled to superannuate several hundreds of worn-out and disabled officers, who are at present on the ordinary, and of whom we cannot clear the list (which ought to be effective) with justice and humanity to these old servants of the public, while the present partial and inadequate rates of superannuation exist; but we have farther the satisfaction of stating to your Royal Highness, that this benefit to the naval service will not create any additional expense to the country; as the saving of the cost now incurred for victualling and keeping in full pay so large a number of inefficient persons, will not only compensate the whole additional expense of the arrangement relative to warrant officers, which we thus humbly submit to your Royal Highness's gracious consideration, but will even diminish considerably the

expense which, on the peace establishment, may arise from the other propositions which we have submitted.

IV. We now beg leave humbly to represent to your Royal Highness, that having had under consideration the numbers and ratings of the petty officers of his Majesty's fleet, we have found that there are several useful duties for which no proper ratings are provided; while, on the other hand, several ratings are preserved in the table which have become obsolete, and which have no duties now attached to them, and which are now, we have reason to think, given to men whom the several captains think deserving of higher pay, and for whom they have no appropriate ratings.

With a view, therefore, of remedying these irregularities, and of giving fair encouragement to that class of men, the petty officers, we humbly submit that your Royal Highness may be pleased to sanction the establishment of the following additional ratings, the effective duties of which are now performed without any other corresponding rating:—

Admiral's Coxswain,	Gunner's Yeoman,
Coxswain of the Launch,	Carpenter's Yeoman,
——— of the Pinnace,	Captain's Steward,
Captain of the Hold,	——— Cook,
Yeoman of the Signals,	Ward or Gun-room Steward,
Cooper's Mate,	——————— Cook,
——— Crew,	Ship's Tailor.

Two of these ratings have been already established by Order in Council, but we have nevertheless included them in the above list, because they are not in the general table of ratings, and in order to lay before your Royal Highness, at one view, the whole of this part of the subject:

And we farther submit to your Royal Highness, to be pleased to sanction the abolition of the following obsolete or unnecessary ratings:—

Yeoman of the Powder-room,	Coxswain's Mates,
——— of the Sheets,	Swabbers,
Quarter-Master's Mates,	Ordinary Trumpeter,
Trumpeters,	Shifter,
Gun Smiths,	Gunner's Tailor.
Midshipmen Ordinary,	

The expense to be occasioned by the establishment of the former ratings will, after deducting that of the ratings proposed to be abolished, be very inconsiderable; namely, 3*l.* 2*s.* *per mensem* in a first-rate, and less in proportion in the others; being in the whole, on one ship of each class in the royal navy, only 12*l.* 7*s.* *per mensen.*

We beg leave farther to state, that, as the carpenters and carpenter's mates and carpenter's crews find their own tools, and are alone, of all the classes in the ship, liable to this species of extra expense; and as we have, by late regulations, given much more activity and employment to this description of persons, to the great benefit of the service, we propose to allow to each person of these classes 7*s.* *per mensem*, in addition to their pay, to supply themselves with tools; this allowance being, in fact, already, though partially, made.

V. We now beg leave to call the attention of your Royal Highness to the companies of Royal Marine Artillery.

These companies were formed, one at each division, in the year 1804, for the purpose, in the first instance, of supplying the service of his Majesty's bomb-vessels, before that time performed by the Royal Artillery; but it was also intended that these companies should, particularly in time of peace, be employed at the respective divisions, in drilling the whole of the marines to gunnery.

We are so well satisfied of the great utility of having a considerable body of marines trained to gunnery, that we are induced to recommend that the Royal Marine Artillery be increased to eight companies, as well for the purpose of encouraging and training the other marines, as to enable us, on occasions, to embark a certain number of well-trained artillery-men in others of his Majesty's ships as well as in the bombs; experience having proved the great advantages to be derived to the service from this practice, which has been of late tried to a small extent.

We therefore humbly propose to your Royal Highness, to be pleased to sanction the establishment of eight companies of Royal Marine Artillery; but in order that the whole establishment may not exceed what your Royal Highness has been pleased to declare to be a fit peace establishment of marines, we humbly propose to transfer a certain number of officers and men from the ordinary marines to the artillery, and we hereunto subjoin schemes of the establishment of Royal Marines and Royal Marine Artillery, respectively, which we think proper for the present period, by which the corps will consist of eighty companies, of which eight will be artillery.

This measure, which will give great efficiency to the corps of marines, and, to use the expression of the original promoters of the marine artillery, double its utility both a-shore and a-float, will be a very inconsiderable, if with any, expense to the public; because we have proposed to reduce an equivalent number of ordinary marines, and shall farther submit some reductions in the number of officers attached to the artillery companies: and in time of war, a farther diminution of expense from what it would be under the present system, will, if your Royal Highness shall be pleased to adopt our suggestions, arise from the following circumstances:—

The Royal Artillery, when embarked in bombs, had certain advantages granted to them, in consideration, we presume, of their being taken out of their natural course of shore service: these advantages the Royal Marine Artillery have claimed, and hitherto enjoyed, under, we think, an erroneous construction of his Majesty's Order in Council establishing the pay and allowances of these companies.

It is evident that, however just it was to grant such advantages to the Royal Artillery, when removed from their ordinary duties, it was certainly unnecessary to give them to the Marine Artillery, whose natural course of service it was to embark, and which, in fact, was formed for this especial purpose. We trust, therefore, that your Royal Highness will see the expediency of correcting this error, at this favourable opportunity, when it can be done without any immediate injury to individuals, because at present none of the Marine Artillery are embarked, nor, according to the original

regulations, would they have been embarked, in time of peace: while we therefore propose to continue the increased shore pay, and to encourage the artillery and the corps in general, by doubling the numbers who will receive this increased pay, we think we may fairly propose to abolish the distant and contingent advantage of the extra sea pay, to which, in fact, we doubt that any other right has hitherto existed, than an erroneous construction of his Majesty's Order in Council.

We therefore propose, that when the Royal Marine Artillery shall embark, the sea pay of all ranks shall bear to their pay a-shore the same proportion that the sea pay of the marines in general bears to their shore pay.

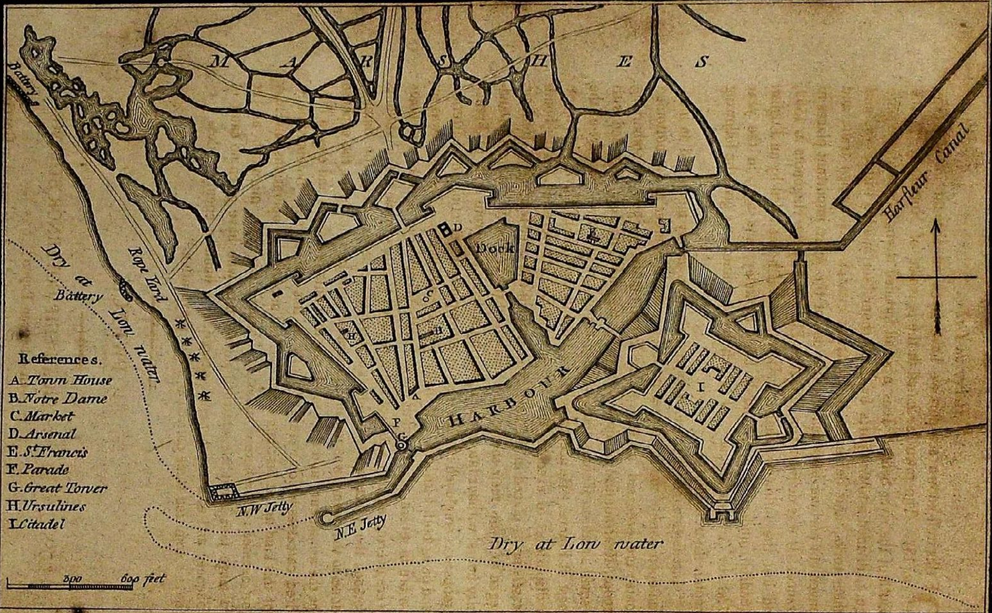
For all these purposes herein before-mentioned, we beg leave to subjoin to this memorial a table of the rates of his Majsety's ships, and the force and complements of each rate, and also of the pays, numbers, and ratings of all the officers and men in the fleet, both seamen and marines: and we humbly recommend to your Royal Highness, to be pleased to recall and annul the table now in force under his Majesty's Order in Council of the 31st December, 1806, and to sanction and establish in lieu thereof, the table hereunto annexed, on which, for the sake of perspicuity and convenience, we have distinguished the several classes for sharing the produce of seizures, agreeably to your Royal Highness's Order in Council of the 14th October last.

We now have to submit to your Royal Highness, in order that the funds of the Chest and Hospital at Greenwich, and of the Widows' Charity, to which the deductions, herein before proposed to be abolished, are applied, may not suffer by this arrangement, that your Royal Highness may be pleased to direct that the calculated amount of the said deductions, on the number of officers and men respectively employed, shall be paid over by the Navy Board to the funds of the said institutions, under such regulations and checks as we may think necessary, for ensuring the full and equitable arrangement of this matter between these different branches of the service, which, we have no doubt, can be attained with great convenience to all the officers concerned, and without any increase of establishment, or any expense whatsoever to the public. And, finally, we have to submit that the whole of this arrangement shall be carried into execution from and after the 1st of January next, or as soon after as conveniently may be.

In proposing alterations in the present practice of the naval establishments, so important as those herein before submitted to your Royal Highness, we have thought it right to enter into a detail of the motives and principles by which we have been guided. We have, ourselves, in the investigation which has led to this memorial, found considerable inconvenience from the want of explanation as to the precise views on which former arrangements were made; and we therefore humbly hope that your Royal Highness will be graciously pleased to excuse the length of detail into which, on the present occasion, we have presumed to enter.

HAVRE.

Plate CCCCXCII.



Havre or Havre de Grace a strongly fortified town of France in the Department of the Seine & situated at the mouth of the River of the same name in the English Channel. Latitude 49. 29 North. Longitude 0. 7 East from London.

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PLATE CCCCXCII.

Havre de Grace.

OF this well-known sea-port we have given an account in vol. xxxiv. p. 137. The town is seated in the province of Normandy, at the mouth of the river Seine. It is a small fortified town, nearly of a square figure, divided into two parts by the harbour, surrounded with a wall and other works, and defended by a strong citadel. Its foreign trade and convenient harbour have rendered it one of the most important places in France. It was delivered up to Queen Elizabeth by the Hugonots in 1562, and lost the following year. In 1694, in was bombarded by an English squadron, under the command of Lord Berkeley; and also, in the year 1758, by Admiral Rodney, of which bombardment we give the following account from Smollett:

" Intelligence having been received that the enemy meditated an invasion upon some of the British territories, and that a number of flat-bottomed boats were prepared at Havre de Grace, for the purpose of embarking troops, Rear-admiral Rodney was, in the beginning of July, detached with a small squadron of ships and bombs to annoy and over-awe that part of the coast of France. He accordingly anchored in the road of Havre, and made a disposition to execute the instructions he had received. The bomb vessels being placed in the narrow channel of the river leading to Honfleur, began to throw their shells, and continued the bombardment for two-and-fifty hours, without intermission, during which a numerous body of French troops was employed in throwing up intrenchments, erecting new batteries, and firing both with shot and shells upon the assailants. The town was set on fire in several places, and burned with great fury; some of the boats were overturned, and a few of them reduced to ashes, while the inhabitants forsook the place in the utmost consternation: nevertheless, the damage done to the enemy was too inconsiderable to make amends for the expense of the armament, and the loss of nineteen hundred shells and eleven hundred carcasses which were expended in this expedition. Bombardments of this kind are at best but expensive and unprofitable operations, and may be deemed a barbarous method of prosecuting war, inasmuch as the damage falls upon the wretched inhabitants, who have given no cause of offence, and who are generally spared by a humane enemy, unless they have committed some particular act of provocation."

SHIPWRECK.

LOSS OF THE AMERICAN SHIP GOVERNOR STRONG.

[From an American Paper.]

CAPTAIN A. SCOTT, late commander of the American ship Governor Strong, has furnished the following account of that valuable ship:—

" The Governor Strong, under my command, sailed from Portsmouth,

England, on the 12th of January, 1817, in excellent trim and condition, bound to Canton. On the 9th of February, wind east, and weather hazy, ran for, and at 2 P.M. made the island Sal, one of the Cape de Verds; it being my intention to go through the channel between Mayo and St. Jago, and, if a good opportunity offered, to fill up my water-casks at Port Praya. In order to have a short and sure run, I hovered under the lee of Sal till six o'clock.—Bird Island, near the west side of Sal, then bore E.S.E. about three miles distant. I directed such courses as would lead the ship well to leeward of Leton Rock, and enter the above channel about midway between Mayo and St. Jago, inclining a little towards Mayo, it being to windward; and I had experienced the current to set south-westerly. The breeze was just sufficient to carry all sail, and the water smooth, which indicated a current setting to leeward. At midnight sail was reduced. The wind about the same time veered to E.N.E. and the haze had cleared considerable away. At 3 A.M. sail was further reduced, by hauling up the courses, lowering and slightly furling the mizen, and bracing the main-top-mast sail sharp by, reducing the velocity to the rate of five miles per hour. I had been walking the deck from two o'clock, except a few minutes whilst marking off the ship's place; and though every allowance was made for deviation, her situation appeared to be far from dangerous. It was my intention at four o'clock to lay her head to the northward, and delay the time till day-light, which would naturally come on at or before six o'clock. The moon had been up from an hour after midnight, and shone bright, except at times when her rays were intercepted by flying clouds. At four o'clock, land and breakers were discovered a-head. The ship was wore instantly, and lay upon the starboard, or opposite tack, within three points of the tack which led her on, going at the rate of four or five knots. I had not any doubt but the land and breakers were about the north part of Mayo; but it was out of all calculation that the ship should be so far to the eastward as to be in danger with a N. by W. course. I was, therefore, perfectly easy after wearing, when, at ten minutes past four, she struck the ground—first gently, and instantly harder. The wind had increased, and the sea risen, so that breakers which did not show themselves a few minutes before, were now seen on both bows. The ship striking frequent and hard, I was soon fatally convinced she was entangled in a labyrinth from which no human skill or exertion could extricate her.

"She soon lost her way by being, as it were, wedged among the rocks—nearly still at short intervals, but in general beating, wallowing and grinding, with such violence that I feared she would go to pieces before any of the valuable property could be placed above high-water-mark. I directed the specie to be got up immediately, and whilst the first-officer, who was very active, with part of the crew, were engaged in that important service, a boat was lowered from the starboard quarter, with a boatswain and three others in her, to sound round the ship. A current of two knots setting E.S.E carried the boat clear of the sea, which was breaking over, and she was conducted into three fathoms at 100 fathoms W. by S. and two fathoms S.W. the same distance. The boat, on coming alongside, was shattered to pieces, and two of the men narrowly escaped drowning. The boat was then veered a-stern, and lay well clear on the starboard quarter by the

strenght of the current. A little wine was now given to each man, and a strong remonstrance against the use of liquors, except when given them for refreshment. Encouragement was held out to them for exertion, and the danger they were in of losing life pointed out, in case of relaxation. By five o'clock all the specie was lodged on the cabin-floor; and whilst the other boats, with every possible safeguard were preparing, a good breakfast was ready; and, as nourishment strengthens both body and mind, every man was in a condition to perform his task, by the time day-light gave a chance to act deliberately. The ship bilged at half-past five o'clock, and filled nearly up to the lower deck. The long-boat, about six o'clock, was suspended alongside, nearly the height of the rail. A small anchor and warp were put in her to moor by, and one end of another line made fast to her, the other end being fast to the ship as a hauling line. Some provisions were also put in her. The second officer and four men were then placed in her, with orders to pull quick into three fathoms, and let go the anchor, and there wait for further orders. A smooth interval was watched, and the long-boat got safe to her moorings. The shattered boat was then hoisted in, and the carpenter, with the assistance of one man, employed in repairing her. The stern-boat was lowered, and safely suspended by the same tackles which held the long-boat, between the fore and main rigging.

"The sea by this time was breaking over both sides, and in at the stern of the ship, and no boat could lay alongside for ten seconds, the smooth intervals being so very short. The boat was then loaded with specie, provisions, and some clothing. The crew were directed to send some of their clothes each turn. A smooth time was watched. Kneeland Curtis, the boatswain, a very faithful active man, and four others, were lowered in her. She got safe to the long-boat, was unloaded and returned. The same process was repeated six times. The hauling line was calculated for a double purpose, as every man in the passing boat could get hold of it had she been overwhelmed, (which was often nearly the case); and might have saved themselves by hauling either to the ship or long-boat. A cask of water had with difficulty been hoisted out of the hold, and some kegs filled from it, which were also sent to the long boat. The 10th, by one o'clock P.M. the long boat was sufficiently deep. All the specie, and many other necessary articles, were on board of her. The passing-boat was so much shattered, that I considered it dangerous to let her come again. My instruments and some charts were sent in the last boat, together with three compasses and some arms. I directed the boatswain to keep her about half way between the ship and long-boat till he saw us all clear of the wreck. The quarter-boat by this time was partially repaired and suspended the same as the other boats. The masts which had been the only means of saving so much, were tottering, and I feared annoyance from the top-mast had they been cut away.

"A low rocky coast, with a chain of breakers extending some distance from every part of it, stretched on to leeward; the distance to the road or harbour uncertain. I then, before leaving the ship, directed a fine cow and calf (that I had taken on board in England, and intended for Honqua,

the Hong merchant) to be knocked in the head, not being willing to leave them in a state of torture. The sheep, pigs, and poultry, we left alive. I conceived there was a chance of finding some vessel at the anchorage, which I might engage to return with me to the wreck, that the live stock might be preserved, with other articles of more value.

"At two, the remainder of the crew, myself the last, got into the boat, and at a great hazard lowered her a-float. She was soon alongside of the long-boat, though in a sinking condition; but by clearing her of a part of the men, and a quantity of clothing, she could be kept free. Thus was the Governor Strong left to her fate, with all stores, public and private, except such private stores and provisions as were distributed in the boats, sufficient to serve the crew a few days. About four o'clock, the boats in company, got under the lee of the N.W. point of the island, near which a tent and three men were seen. I landed in a cove, and engaged one of the men to conduct the boat to the port, well knowing that we could not reach it till long after dark set in. After some sailing and a great deal of hard rowing, reached the anchorage at nine o'clock, and were received on board the ship Delphina with great kindness and hospitality. The brig Unity, of Baltimore, Thomas Thompson commander, lay at the anchorage, with whom I engaged to ship the specie. The moment the specie was shipped, I engaged the only craft that could be procured (a decked long-boat) and embarked with the principal part of the crew at four P.M. on the 11th, in hopes of reaching the wreck early in the morning, and saving some of her valuable articles. After a trial of 20 hours, gave up the attempt as fruitless, owing to a strong adverse wind and current. On returning to the port, I directed that the wreck and such articles of her apparel as had been saved, should be sold at public auction for the benefit of those concerned, which on the 12th was done accordingly. Protests, and such documents as it was possible to obtain, were furnished on the 13th; and on the 14th, at 2 P.M. the Unity was under way, with twelve of the crew on board, myself included. The remainder were distributed as follows:—C. Harrison and G. Hawley, on board the Dolphin; J. Whiting and J. Wallas, on board the Adeline, of George-town, Woodside, master; S. Hyatt, B. Page, J. Rankin, and J. Walker, on board the brig Abby, of Salem, Potter master.—Capt. P. having taken two more than the United States' law points out, on condition of my finding a water-cask for them. Water at the Isle of Mayo, being of a poisonous nature, Capt. Thompson steered for Port Praya, in St. Jago, where we arrived about five o'clock. On landing, I found the United States' Consul for the islands, who annexed his certificate, and sealed the protests. The watering was completed by noon. The Unity was soon after under weigh for her port of destination.

"I now remark, that on the most careful and accurate inspections and allowing the extent of variation, (16 degrees westerly), the courses steered and distance made from the west side of Sal, ought to have led the ship Strong seven degrees west, nearly 79 miles; whereas, reality proved that she was forced into a course of six degrees east 32 miles to where she was lost, (in a run of ten hours.) The calamity may be a beacon to others.

"Great credit is due to my crew for the zeal they displayed in saving so much valuable property; and though liquors of many kinds were among their hands, there was not one case of inebriety occurred whilst they were about the ship, and only one case after the boats left her."

"*Andrew Scott.*"

Poetry.

THE subject of the following Poem, being military, is not, strictly, within the plan of our publication. But as to the victory here celebrated, not only this country, but all Europe, is indebted for the termination of one of the most sanguinary and expensive wars that ever afflicted the world, and evinced at the same time the vanity and wickedness of inordinate ambition, and as both the Poet, and the Hero who gained the victory he celebrates, are Genii of extraordinary character, we hope in their excellence to find our apology.

In the Latin lines the same smoothness of structure, and the same affinity of sound to sense, that adorned the former poem of our young bard, prevail in this. The line describing the clash and glitter of the swords is very happily expressed in the words—

> " Fulgentes resonant crebris *tinnitibus* enses ;"

and the description of Bellona inspiring the soldiers is equally good—

> " Horrida sanguineum torquet Bellona flagellum,
> Ardorem incendens bellantis pectore sævum ;
> Cæde madent vestes, angues dant sibila torti,
> Distillat nigri dum guttas hasta cruoris."

One circumstance, however, rather surprises us—in neither the English nor the Latin is the name of Wellington mentioned ; nor, indeed, is there any allusion to him distinct from that of the general conduct of the army (if we except that mentioned in the note, page 166). In the English lines the name of Blucher does once occur—and in the Latin lines he is also distinctly mentioned as the Gallic terror—the Prussian hero—and with honorable mention of his fair-earned fame—but we look in vain for any personal distinction of our *English* Hero. We by so much more regret the omission, as the powers of the Poet, we have no doubt, would have enabled him to have rendered an acceptable tribute even to a character of such high and due exaltation—a general who, with the exception of Marlborough, stands alone, as hitherto *invincible.*—But like a true poet he has been the captive of Fancy, she has borne him into the midst of the battle, and in the contemplation of a galaxy of heroes, he seems to have lost the power of a discriminative vision—a failing which, though it renders the poem less perfect than it would otherwise have been—still leaves a surprising portion of merit—and he must be considered as a *rara avis in terris*, who, at the age of eleven years and five months, produces a poem combining the spirit of Homer with the numbers of Pope.

THE BATTLE OF WATERLOO;

A POEM:

In Latin and English Verse.

By ROBERT CHARLES DALLAS.

WRITTEN AT THE AGE OF ELEVEN YEARS AND FIVE MONTHS.

1816.

At nunc horrentia Martis,
Arma cano. ——— VIRG.

NUNC precor, O Musæ vos surgite numina, bella
Quas funesta juvant, semper gaudentia pugnas
Dicere crudeles, queis cordi Martia facta.
Linquite Parnassi fastigia summa sacrati,
O vos irarum dominæ mentisque virorum;
Inspirate animum certamen dicere sævum,
Cinxit quod decore æterno famâque perenni
Arma Britannorum, claris et tempora lauris
Læta coronavit, nullo marcentibus ævo.
Tu quoque, carminibus, precor, ingens Cynthie, nostris
Affer opem, mentique novas, pater, incute vires.
Dum cano perniciem dum damnum triste tyranni,
Qui quondam Europam turbavit dirus in armis
Infestis totam, cupiensque adjungere regna
Hispana Imperio, pulchros crudeliter agros
Vastavit, perdens hominumque boumque labores;
Cujus non unquam cædis satianda libido
Purpuream fuso tellurem sanguine tinxit.
Inque plagas, armis cupiens superare, remotas
Agmina qui duxit, Boreali frigore vinctas,
Quas æterna tegit nix, quas et bruma recondit;
Quà nunquam radios ardens emittit Apollo
Claros, qui campos nutrit fervore benigno,
Atque facit segetes messemque attollere pulchram.
Armorum sonitus cælo Germania misit
Martia sublimi, belloque perhorruit omnis.
Austria tunc proprio tremefacta cruore madebat,
Viribus et sævi tandem devicta tyranni,
Audacem est frustrà conata repellere Gallum.
Eridani multo fluctus Istrique rubentes
Sanguine, polluto macularunt gurgite Pontum.
At tu blanda modum nunc Musa resume priorem,
Dic tu certamen sævum, dic nobile bellum,
Quod, quamvis magno nimis à victoribus emptum
Magnanimis pretio, ditionem perdidit omnem,
Eripuit sceptrum diademaque Napoleontis.

Haud certè bello pugnæ tristive parata,
Mersa at lætitiâ, dubiique ignara pericli,
Anglica tota cohors; fidibus citharisque canoris
Atria tota sonant penitus; choreæq; tumultus
Imbelli strepitu rebouantia mœnia replet.
Non belli præsaga manus, litisve nefandæ,
Ludit, inops curæ, cladis mortisque futuræ
Immemor; hinc Mavors procul hinc fugisse videtur,
Et solus turbas hilares moderatur Jacchus.
Sed mentes quid tam subitò stupefecit et omnis
Conventûs texit vultus pallore trementes?
Buccina vicinos Mavortia præcinit hostes
Attonitasq; manus horrenda accersit ad arma:
Omnia devastans properat velociter atrox
Napoleon, minitans muris et turribus ignes.
Haud mora, nunc omnis diris accingitur armis
Miles, et impatiens hostes tentare feroces,
Mente tubas alacri exaudit lituumque sonorum.
Jam jam tota cohors properè discedit, et atra
Ad densas acies promptè sub nocte propinquat,
Dum voces hominum, strepitusq; horrendus equorum,
Permixto vicos turbant clamore frequentes.
Cùm tandem orta dies, primùmque Aurora rubescens
Quadrupedes Phœbi conjunxit curribus acres,
Flebile certamen cœptum; describere pugnam
Istam quis potuit, funestâ clade cruentam?
Si vel pulmones ærati, ferrea si vox,
Ora decem, linguæ vel si cui mille fuerunt;
Si vel Latonæ proles, insignis Apollo,
Inspiret versus, et menti robora donet.
Agmina nunc ambo occurrunt, horrendus et ingens
Conflictus! multi tunc quam cecidere, rubramque
Corporibus cæsis texere, et sanguine, terram.
Ecce ferus vigilem currit bellator in hostem,
Adverso et cupiens contingere pectore ferrum
Ardet honore mori, famâve repellere mortem.
Exstimulatus equus, pedibus stimuloque prementi,
Irruit in turbam armatam densasq; phalangas;
Ardore invicto per tela per agmina raptus
Fortia, fert equitem in pugnam, litemque nefandam,
Dum gaudens bello, lætusque in cæde cruentâ,
Unguibus exercet terram, vellitq; trementem,
Flammivomis rutilos emittens naribus ignes.
Fulgentes resonant crebris tinnitibus enses,
Et gladii hostili crudeles sanguine tincti;
Clarescunt sonitus armorum atque aera complent.
Diversus clamor stupefactas percutit aures,
Funesti luctus, sonitus lituique tubæque,

Vincentûm lætæ voces gemitusque cadentûm.
Quòcumque aspicias apparet mortis imago,
Omnibus horribilis terroribus, atraque cædes.
Undique cæsorum campi velantur acervis,
Atq; æquor fumat tepefactum strage recenti.
Horrida sanguineum torquet Bellona flagellum,
Ardorem incendens bellantis pectore sævum;
Cæde madent vestes, angues dant sibila torti,
Distillat nigri dum guttas hasta cruoris.
Victorem hìc pariter, pariter mors atra trucidat
Devictum, hìc timidus fugiens, hìc decidit heros.
Millia multa cadunt, turbæ, totæq; cohortes;
Dum mixti dominis occisis vulnere sævo
Exanimes volvuntur equi, qui robore quondam
Immenso soliti legiones rumpere densas,
Armatos equites dorso per tela gerentes;
Formosi sicut tenero cùm germine flores
Vere cadunt crocei, pratique honor occidit omnis,
Cum durus messor curvatâ falce tremendus
Ictibus assiduis nascentia gramina scindit.
Sic pereunt multi, mortis quos atra tremendæ
Dextera corripuit primævo flore virentes.
NAPOLEON residens procul alto colle, cruentus,
Successumq; videns, animo lætosq; triumphos,
Incitat ad pugnam turmas stragemq; novatam.
Audacem socii deperdite fortiter hostem,
Parcite ne læsis, illisve obstantibus, inquit;
Corruite in turmas, occidite, qui mea tanto
Agmina pulsârunt, quamvis numerosa, vigore.
Sic ferus emittit crudelia jussa tyrannus,
Exhortans bellum et martem renovare ferocem;
Mandatis iterum bellum fremit, atq; madentem
Cæsa tegunt, ferro perdenti, corpora terram.
Quis tamen insolitus clamor pervenit ad aures?
Quæ vexilla nitent, fulgentiaq; arma per umbras?
Gallicus is terror, succedit Prussius heros,
Tam famæ notus, bello memorandus et armis.
Gallorum subitò mentes terrore replentur,
Et dantes sua terga fugæ, victiq; timore,
Turpiter arma solo jactant, campumque relinquunt;
Ille etiam in primis fugiens, qui multa regebat
Millia mandato nuper, sceptrumq; tenebat,
Nunc miser imperio et fastu dejectus ab omni
Conatur solus mortem vitare sequentem.
En, quæ Fata manent illum qui mœnibus altæ
Infixit latis fluitantia signa Viennæ,
Qui tulit in Scythiæ deserta extrema remotæ
Arma, suamq; igni rutilo inflammaverat urbem.

Cui quondam insignis totoque illustris in orbe
Roma tremens jussu portas aperibat ahenas,
Vincentes aquilas cùm fixit in arce supremâ,
Pontificem vinclis crudeli et carcere nectens.
Sed Fortuna fuit, fuit ingens gloria belli.
Nunc veluti somnus ditio sibi fugit inanis.
Traditur infelix hosti captivus, et exul
Expulsus patriâ peregrina in regna; remotus
Quà concursu hominum reputet sua crimina, luctu
Percitus, et cunctum mœrens quem dextra cruorem
Perfudit bello, tristi sua lumina vultu
Erigat ad cœlum, clementem et pectore toto
Obtestans patrem, supplex ignoscere priscum
Implorans crimen, justam permulceat iram.

WAKE, Muses, wake; Oh, sacred Nine, arise,
Ye powers celestial of the starry skies.
Who love to sing the hard-contested fight,
Whom tales of war and martial deeds delight:
Leave, leave Parnassus' double cloud-topt brow,
O ye whom all adore, to whom all bow;
To me your vot'ry proffer heavenly fire,
Afford your succour, and my mind inspire,
To sing the contest that eternal fame
And lasting honour gave Britannia's name;
Gave her bold Sons the meed of just renown,
A wreath of laurel—an unfading crown!

And thou, O Phœbus, clement God of day,
Thy aid impart, assist benign my lay;
String thou my lyre with heavenly art to tell,
How Gallia's base usurping tyrant fell;
Who girt with war, and fierce in hostile arms,
Affrighted Europe shook with dire alarms:
Whom, when ambition prompted to obtain,
The fertile realms of far-extending Spain;
Laid waste the fields, with grassy verdure fair,
The oxen's labour, and the rustic's care.
Still seeking slaughter, his inhuman mind,
Scourge of the world! and foe to all mankind!
With human gore defil'd the reeking plain,
The crimson Earth with numerous heaps of slain:
Who led his daring and ferocious bands,
Too sure of conquest, into distant lands,
Where winter reigns, and where eternal snows
Block up the pass, and e'en an host oppose;
Where never Phœbus darts his sunny rays
And all his beauties to the world displays,

But hides in mists his glittering head, and shrouds
His radiant glories in a veil of clouds;
Who cheers the verdant fields with genial heat,
Fruitful with corn, and rich with plenteous wheat.

Germania's regions sent to heaven from far
The clang of arms, the deep-ton'd noise of war,
Reeking with gore, unable to withstand
Th' impetuous force of his all-conquering hand,
Unhappy Austria strove, but strove in vain,
His lawless force with valour to restrain:
The rapid Po with sanguine hue was dyed,
And rolled its waters in a purple tide:
The swelling Ister foamed with warrior's blood,
And stain'd the Euxine with a crimson flood.
But now resume, kind Muse, thy former song,
No more the tale of distant woes prolong:
Tell thou the contest, fierce with mortal strife,
Which, bought, though dearly, by so many a life
By the brave victors, yet the Gallic crown
Snatch'd from th' usurper, threw the tyrant down,
Dash'd the bright sceptre from his blood-stain'd hand,
And hurl'd him guilty from his native land.
Far from the toils and labours of the war,
The British host, forgotten every care,
In joyous pleasure passed the festive day,
And sweetly lull'd the tedious hours away; *
The skilful minstrels all their art employ,
The circling dance fills every heart with joy,
Whilst well-strung harps resound through spacious halls,
And tuneful clamour fills re-echoing walls.
Alas! how little that gay scene foresaw,
The dreadful issue of th' approaching war!
Far from the place the prince of battles fled,
Who loads the reeking plain with heaps of dead,

Thy sovereign sway was there, O Bacchus, thine,
Thine, joyful Bacchus, dyed with ruddy wine.
But why hath mirth to terror given place?
Why sits that paleness upon every face?
The martial trumpet's sound each heart appals,
In deep-ton'd notes, to arms! it loudly calls:
Th' astonish'd bands the reason quickly know,
Th' impending danger, and th' approaching foe:
NAPOLEON comes! nor comes with tame intent,
On war, and slaughter, all his thoughts are bent;

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* This alludes to the Duke of Wellington receiving, at a ball, the account of Buonaparte's advance upon Brussels.

And now advancing leads the Gallic powers
To lay in dust the city's cloud-capt towers.
Now every warrior arms without delay,
For danger brooks not e'en the slightest stay;
Eager to rush amidst the battle's rage,
The haughty foes impatient to engage,
With joyful mind the bugle shrill he hears,
The warlike clarion with enraptur'd ears.
Now all depart amidst the sable night,
In haste repairing to the fields of fight;
Whilst the stern voices of the martial crowd
Disturb the air with clamour hoarse and loud;
Whilst clattering steeds the echoing pavement beat,
And various noise resounds through every street.
When first Aurora left her early bed,
Tinging th' horizon with a crimson red,
And yoked the coursers unto Phœbus' car,
Burnish'd with gold refulgent from afar,
The bloody fight, the desperate strife began,
Describ'd by no such feeble wretch as man;
Not if he had ten mouths, or brazen lungs,
A voice of iron, or a thousand tongues:
Not e'en if Phœbus should his verse inspire,
And to his mind should give poetic fire.
Now France and England, both with hostile rage,
Rush to the charge, a dire contention wage:
Fierce was the onset, Oh! could any tell
How many thousands on that instant fell;
Fell, bravely fighting, and with bodies slain,
And mingled carnage, filled the gore-dy'd plain.
Each warrior draws his falchion from the sheath,
Confronts the danger in the jaws of death;
Seeks to acquire a conq'ring hero's name,
Or, nobly falling, gain immortal fame.
The spurs are hidden in the charger's flanks,
He rushes onward to th' embattled ranks,
Breaks through, impetuous, though e'en hosts oppose,
The serried phalanx and ten thousand foes,
Bears through the deadly fray his urging lord,
Nor fears beholding every lance and sword;
But at the scene his joy appears confest;
With martial ardour pants his noble breast,
Snorting he rears, and with an active bound,
Springs o'er the plain, and paws the trembling ground,
Whilst from his nostrils, fierce with generous ire,
He pours forth clouds of all-terrific fire.
In circles whirled, the flashing sabres shone;
The glitt'ring falchions sparkled in the sun,

The clamour loud disturbs th' affrighted air,
The clash of arms, the dreadful din of war;
Whilst sanguine Mars his arms exulting wields,
And pours a deluge o'er the reeking fields.
Nought midst the direful scene of death is heard,
But to their pitch the victors' voices rear'd,
Lamenting shrieks, the bugle's brazen throat,
The martial trumpet's war-denouncing note,
The groans of those, who, pass'd neglected by,
With wounds disabled, unassisted lie.
His horrid form here Death gigantic rears,
With every horror murder-clad appears;
The fuming plain grows red with crimson dew,
The fields defiling with a purple hue.
Bellona now each chieftain's breast incites;
With double ardour every warrior fights;
Around her hair, in snaky tresses curl'd,
And Gorgon's head, her direful scourge she whirl'd;
Her horrid arms a bloody torrent pour,
Her yet warm javelin reeks with human gore.
The vanquish'd dies, who death through shame desires,
The victor's self in vict'ry's arms expires!
The hero falls who danger, death, defies;
Nor 'scapes the dastard, who destruction flies;
E'en thousands perish, but with glory crown'd,
In death still honour'd, still in death renown'd.
Mix'd with their lords, who draw their parting breath,
Press'd with the cold, the icy hand of death,
The coursers lie, who once, with gen'rous might,
Broke the thick legions, and the ranks of fight,
Convey'd their riders through the deadly war,
And bore them off triumphant from afar.
As fall the flowers with saffron colours gay,
Which smile, adorn'd with all the gifts of May,
When the hard rustic, at his lord's command,
Lays waste the meadows with unsparing hand,
Arm'd with the scythe, he lays at every blow,
Their blooming beauty, and their fragrance low:
So perish those, whom death in youth's first bloom,
Cut off untimely with an early doom:
Death, which destroys the youths with vigour blest,
And sends the aged to eternal rest.

From danger far th' usurping wretch descries
The deathful contest with observing eyes;
Sure of success, with joyful mind he stands,
And urges on to fight his drooping bands:
"On, my brave troops, against the British host,
They cannot stand, their chiefs, their leaders, lost;

Spare none, not those who fainting with a wound,
O'erthrown, disabled, bite the bloody ground;
Upon them, charge; your valour, friends, display,
And win the glorious hard-contested day;
Yon troops o'erwhelm, who have my force withstood,
And drench'd their weapons in my bravests' blood."
Thus speaks the tyrant, and with savage joy,
The Gauls incites to slaughter, kill, destroy.
Fierce at the word, they rush to desperate fight,
And thousands sink to everlasting night.

But hark! what troubl'd clamour rends the skies,
What distant gleam is that which meets the eyes?
What glittering arms are those, that through the shade
Resplendent shine, what banners those display'd?
Yon hostile flags no friend approaching show,
'Tis BLUCHER's standard—'tis the coming foe:
That word knells death in every Frenchman's ears,
NAPOLEON listens, and NAPOLEON fears.
With sudden fears now stand the Gauls possest,
A thrilling panic strikes their trembling breast,
Nor longer can their weak and yielding band,
The pressing foe with equal force withstand;
With trembling step their fear-struck host withdrew,
Receding back away their arms they threw.
Then, then, at last, Oh base unseemly sight!
They turn their backs to seek disgraceful flight:
He 'midst the first, to save his wretched life,
Spurr'd swift his courser from the desperate strife:
Yes he, who lately thousands could command,
Who rul'd, the sovereign prince of Gallia's land;
Whose brow, adorn'd, the crown imperial grac'd,
And in whose hand the sceptre bright was plac'd;
Now from that summit by ambition thrown,
Is, abject, forc'd to sue for life alone.

Thus falls the man, whom fortune's angry frown,
Though favor'd once, now casts rejected down;
Whose streaming standards far resplendent shone
In gilded conquest o'er Vienna's town:
Who, though by hosts oppos'd, triumphant bore
His conq'ring arms to Scythia's dreary shore,
Whilst flaming Moscow, once for wealth renown'd,
Laid one wide ruin on the smoaking ground.
His haughty summons fear-struck Rome obey'd,
Wide op'd her gates, her inmost streets display'd,

When Jove's proud bird's own semblance towr'd on high,
And mock'd the splendor of th' effulgent sky;
When his stern hand the Pontiff's self secur'd,
Amidst a dungeon's noisome depths immur'd.
This once was so, his once illustrious name
Emblazon'd glory crown'd with martial fame,
And now, his transient course of vict'ry run,
At length the thread of all his power is spun;
By hostile arms, by adverse fate o'erthrown,
He, wretched, vents his unavailing moan:
For ever doom'd to quit his native shore,
A fallen captive 'midst th' Atlantic roar:
There pierc'd by conscience's resistless dart,
His crimes abhorring with repentant heart,
There may he curse that dire destructive hand,
Which desolation spread through Europe's land;
And prostrate, bending, there be taught to know,
'Twas heaven's dire wrath that laid his glory low:
With humbl'd awe th' Almighty King implore,
With eyes uplifted, pray, to sin no more;
Avert his anger, with repentance late,
And shun the danger of impending fate.

NAVAL HISTORY OF THE PRESENT YEAR 1817.

(July—August.)

RETROSPECTIVE AND MISCELLANEOUS.

THE revival of commerce proceeds with favorable prognostications of prosperity and continued peace to all nations, with the exception of Spain, who is reduced to the necessity of purchasing foreign aid in the subjection of the South American insurgents. By a treaty said to have been signed on the 7th of May, the island of Minorca, and the Californias, are to be the price of a Russian squadron of five ships of the line, four frigates, and 16,000 troops. It is stated, however, that the Ottoman Porte refuses a passage through the Bosphorus to this auxiliary force. The Grand Signior is, perhaps, not very well pleased with the terms of the bargain, so far as relates to Minorca.

The interference of Russia, it appears from accounts received from Rio de Janeiro, has commenced by a quarrel with Portugal espousing, it is supposed, the Spanish cause against the Portuguese aggression on the Montevidian territory, an aggression which is defended by the alleged necessity of it, as a means of guarding the Portuguese possessions in that quarter. The misunderstanding between the Russian minister Count de Balk, and the Portuguese Cabinet, has terminated in the former demanding his passports for himself and suite.

Our court preserves a wise neutrality, and considering the conduct of Spain towards this country, in the affair with her own North American colonies, it may be termed a generous neutrality—the lex talionis would warrant a very different line of proceeding—however, both France and Spain have experienced a respective retribution. What may be the effect of this mercenary force if brought into action, time will show, but it is not to be expected that the Russians will fight against the independents in South America, with that zeal and ardour which characterised their hostility against the French at Moscow.

As an instance of reviving trade, the number of vessels which sailed from the port of Havre in the course of last month, was 137, *viz.* 55 French, 11 American, 53 English, one Danish, one Hamburgh, two Dutch, six Norwegian, two Prussian, and six Swedish.

In the course of last week, 16,000 barrels of flour, 20,000 bushels, 3000 bags, and 1700 barrels of wheat, were imported in Liverpool.

The accounts from the manufacturing districts are highly pleasing; the demand for labour is increasing; and this, coupled with the diminished price in the articles of of subsistence, will soon restore good order and contentment. In the stocking trade at Leicester, few, if any, frames are now unemployed; and the workmen there, in a public advertisement, have declared, that they "now earn wages that will enable them, by honest industry, to maintain themselves and families, without having recurrence to the assistance of parochial relief." In the large parish of Wigston only, where there are many stocking-makers, there is not one now unemployed. This cheering and consolatory prospect—consolatory, not merely as affecting the general interests of the empire, but as indicative of amelioration in the condition of an industrious and suffering population, is not confined to any particular district, but more or less extends throughout the country. The bar-iron trade, in Wales, Shropshire, and Staffordshire, is in so flourishing a condition, that the iron masters would rather decline orders, even at the advanced prices, for they cannot execute the demands so fast as they receive them. The nail trade, likewise, is so much on the advance, that the manufacturers again employ those men who, during the winter months, were compelled to seek a scanty support by labouring on the highways. The same activity prevails in the clothing towns of Bradford and Trowbridge, where trade is much brisker than has been known for several months.

From the 29th ult. to the 7th inst. there arrived at Calais, from Dover, 31 packet-boats, with 804 passengers, carriages and baggage. There sailed for Dover, during the period, four English transports, with 3 officers, 78 soldiers, 2 women, 2 children, and 70 troop horses; and 33 packet-boats, with 600 passengers, 18 horses, baggage, and carriages.

ROME, *July* 24.—Three American ships of war, the Washington, of 86 guns; the Constellation frigate, 36; the United States, 44; and a brig anchored a few days since in the harbour of Civita Vecchia, coming from Leghorn.

The vessels from the northern ports, so long detained, may immediately be looked for. We understand 5 to 600 sail are expected. The number of vessels that passed the Sound, laden with grain, only between the 25th of July and the 9th inst. was 97 sail.

Better late than never—The Captors of St. Eustatia, on the 3d July, 1781, (under the late Lord Rodney and General Vaughan), will be glad to hear that Greenwich Hospital has received 20,000*l.* for them, which will be distributed among the claimants.

The Duke of Kent packet, lately arrived at Falmouth from Lisbon, brings no new intelligence from the Brazils nor any further particulars respecting the Lisbon conspirators. Previous to her sailing a Russian brig arrived at Lisbon, which stated the following particulars. Some days before her arrival, when off the port, she was boarded by a Tunisian pirate, who took out all her crew except four, and put on board ten of the Barbarians, with orders to make for an African port. Soon after losing sight of the pirate, the four Russians took an opportunity of rising on the Africans whilst some of them were on deck and some below, and after a severe struggle, succeeded in throwing every one of them overboard. They then put the vessel about and steered for Lisbon, where they arrived in safety, as before stated. A Barbary pirate was captured and brought into Lisbon, by a Portuguese frigate, before the packet sailed;—one of her crew has stated that they had captured a Spanish merchantman and put all the crew to death, a little before they fell in with the Portuguese frigate. It was reported in Lisbon that two Portuguese homeward-bound East Indiamen have been captured by some South American privateers.

Mr. Smith, secretary to the Navy Board, is about to depart for Fiume, accompanied by a scientific person belonging to Deptford dock-yard, to examine a quantity of timber obtained in the Adriatic in 1802 and 1803, and which, from the hostilities that took place, could never be sent to England.

Lord Amherst, whose arrival has been so long expected, has at length reached his native shores after a protracted and perilous voyage. The Cæsar, the ship in which his lordship was a passenger is arrived at Spithead.

The Royal Sovereign yacht, Captain Sir Edward Owen, has sailed from Deptford to Brighton. The new yacht, the Royal George, Hon. Capt. Paget, has already sailed for the same place.

All the British Government vessels on Lakes Erie and Ontario have been ordered to be scuttled and sunk, and their crews to return to England. There will, also, it is said, be but one regiment of troops stationed at all the posts above Kingston.

We are much gratified by finding the opinion of the Lords of the Admiralty, the Navy Board, and that of the East India Company, respecting Mr. James's publication (reviewed in our last number), in accordance with our own: we understand that they have testified their approbation of Mr. James's labours, by taking each as many copies of his Work as altogether amount to 100.

A METEOROLOGICAL JOURNAL,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From the 24th of July, to the 24th of August, 1817.

1817.	Winds.	Barometer. Max.	Barometer. Min.	Barometer. Med.	Thermometer. Max.	Thermometer. Min.	Thermometer. Med.	Evap. in In. &c.	Rain in In. &c.	
		In.	In.	In.	°	°	°			
May 25	S. to S.W.	30·18	30·15	30·165	69	56	62·5	—	—	
26	S. to S.W.	30·04	29·84	29·940	66	53	59·5	—	.53	
27	S.W. to W.	29·94	29·83	29·885	66	53	59·5	·25	·13	
28	W. to S.W.	30·14	30·06	30·100	68	54	61	—	—	○
29	S.	30·18	30·05	30·115	70	56	63	—	·14	
30	S.W. to W.	29·97	29·95	29·960	70	52	61	—	—	
31	S.W. to W.	29·92	29·91	29·915	68	51	59·5	1.	·25	
June 1	W. to W.b.N.	30·03	29·98	30·005	70	47	58·5	—	·05	
2	W.N.W. to W.S.W.	30 15	30·12	30·135	70	54	62	—	—	
3	S. W. to W.	30·00	29·94	29·970	69	52	60.5	·60	·02	
4	W.S.W. to W.	30 00	29·96	29·980	68	51	59·5	—	—	
5	W.N.W. to S.b.E.	30·21	30·10	30·155	72	54	63	—	—	☾
6	S.b.E. to S.E.	30·24	30·17	30·205	68	55	61·5	·60	—	
7	E. to S.b.E.	30·05	29·92	29·985	74	58	66	—	—	
8	S. to W.	29·86	29·71	29·785	66	54	60	—	·27	
9	W. to S.W.	30·00	29·93	29·965	69	55	62	·40	—	
10	W.N.W. to S.b.W.	30·04	30·00	30·020	68	50	59	—	·67	
11	S.	29·95	29·66	29·805	69	54	61·5	—	·21	
12	S. to S.S.W.	29·58	29·54	29·560	68	55	61·5	·30	·23	
13	W. to W.S.W.	29·84	29·44	29·640	67	57	62	—	·07	●
14	S. to S.W.	29·83	29·80	29·815	72	57	64·5	—	·05	
15	W.S.W. to S.W.	30·06	29·92	29·990	67	53	60	·50	—	
16	S.	30·02	29·70	29·860	71	52	61·5	—	·60	
17	W.	30·03	29·88	29·955	66	52	59	—	—	
18	W. to S.W.	30·13	29·98	30·055	67	57	62	·40	·42	
19	S.W.	29·89	29·80	29·845	67	56	61·5	—	·14	☽
20	S.W.	29·81	29·77	29·790	68	53	60·5	—	·03	
21	N. to N.W.	30·13	29·90	30·015	64	44	54	·20	·01	
22	N. to E. b. N.	30·26	30·24	30·250	64	47	55·5	—	—	
23	E. to S.E.	30·14	30·01	30·075	66	56	61	—	—	
24	E.S.E. to E.	29·88	29·67	29·775	68	56	62	·40	·24	
		30·26	29.44	29·958	74	44	60·8	4·06	4·06	

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

RESULTS.

		Inches.		
BAROMETER	Maximum..	30·26	Aug. 22d,	Wind E.N.E.
	Minimum..	29·44	Do. 13th,	Ditto West.
Mean barometrical pressure		29·958		
Greatest variation in 24 hours		·39		
Range		·82		
Number of Changes........		20		
THERMOMETER	Maximum..	74°	Aug. 7th,	Ditto S.S.E.
	Minimum..	44	Do. 21st,	Ditto North.
Mean temperature of the Atmosphere		60·8		
Greatest variation in 24 hours		23		
Range....................		30		
Evaporation during the period		4·65	Inches.	
Rain, ditto		4·06	Do.	

Prevailing winds, westerly, with some little deviations; they brought up frequent heavy rains and variable weather, till the first quarter of the present Moon, when dry northerly and easterly currents set in. Notwithstanding the low diurnal temperature of this period, the wheat harvest has commenced generally in this neighbourhood, and will be finished (with dry weather) in a fortnight, to the satisfaction of the farmers; as the crops are remarkably fine and luxuriant.

REMARKS ON THE WEATHER.

JULY 25. OVERCAST early: at 8, A.M. light: rain and at 11, sunshine, and *cumuli* near the North horizon: P.M. plumose, and ramified *cirrus* from the West: from 6 till 7, a large solar halo; the thin vapour upon which it was formed descended, and passed off in long narrow sheets of *cirrostratus*: the night cloudy and hazy.

26. An overcast sky; rain and wind nearly all day and night.

27. A perfect rainbow, with its proper colours, on a large *nimbus* in the West: at 8 plumose *cirrus*, *cirrostratus*, and irregular hemispherical piles of *cumuli* in all quarters: *nimbi*, with short showers, a high wind, and sunshine between the passing clouds through the day: the night cloudy and fine.

28. A.M. various modifications of clouds: a fine display of *cirrocumuli* from 1 till 4, P.M.: a fine day, and moderate gale from the West: the night as the preceding, and much dew.

29. *Cirrus*, followed by *cumulostratus*, and a gentle breeze: at 2, P.M. a few drops of rain from a passing *nimbus*; then a hollow wind from the South, followed by rain.

30. A fine day: *cumuli*, *cirrocumuli*, and several small luminous meteors in the upper atmosphere in the evening: rain at midnight.

31. *Cumulostratus*: at 9, A.M. a shower; then fine: P.M. *nimbi*, with showers, and lofty *cumuli* below linear *cirri*, and distant thunder and lightning: a clear sky after 10 o'clock; all the modifications of clouds, except the *stratus*, have appeared to-day.

AUG. 1. *Cumuli* capped, and a gentle breeze from the West, with showers and distant thunder at noon: P.M. *cirrocumulus*, and a fine sunset: the night clear, and a copious fall of dew.

2. A.M. *cumuli* and linear *cirri*, and light airs: P.M. *cirrocumuli*: a fine day: the night overcast.

3. Small rain and high wind till 11, A.M., afterwards fine, with *cirrocumulus* and *cirrostratus*: P.M. as the preceding.

4. A.M. *cumulostratus* and *nimbi*: P.M. fine, with attenuated *cirrostratus* below linear *cirrus*, and a strong breeze: at 5, P.M. a light shower, the night calm and clear.

5. A.M. overcast with *cumulostratus*: P.M. fine, with *cirrocumulus*, and several small meteors darted in various directions from the upper atmosphere.

6. A.M. *cirrocumuli*: P.M. a clear sky, and much *cumuli* near the horizon: several small meteors were again seen in the upper atmosphere this evening.

7. A.M. overcast with undulated *cirrostratus*, and a thin haze below: at noon, *cirrocumulus* in beds at a great elevation: P.M. a close air, and dark electric clouds, whose edges before sun-set were of a dusky colour.

8. A.M. wind and rain: P.M. fine, with *cirrostratus* and *cumuli*.

9. A strong westerly breeze, and fine, with various modifications of clouds: a cloudy night.

10. A.M. heavy rain, with intervals of sunshine: P.M. fine, with *cumuli* and *cirrocumuli*: the Sun set red and beautiful under a large *cirrostratus* cloud, which was near to, and parallel with, the horizon, to a distance of 120°.

11. The sky overcast with *cirrostratus* in the morning, and a sinking Barometer: *cumulostratus* till 4, P.M., then wind and rain.

12. A fine day, with *cirrus*, and *cirrocumulus*: *nimbi*, and rain at night.

13. As the preceding, and a strong westerly breeze.

14. Overcast till 9, A.M., when much *cirrocumulus* appeared, with an increased temperature: P.M. wind and showers, and sunshine at intervals.

15. *Cirrostratus* and lofty *cumuli*, with a moderate gale till 5, P.M.; the crescent of the New Moon appeared immediately after sun-set: a clear calm starlight night, and much dew.

16. Fine, with *cirrus*, *cirrocumuli*, *cumuli*, and light airs, till 3, P.M.; afterwards heavy rain: at 8, A.M. a faint solar halo appeared on a thick *cirrus* cloud, that was passing slowly to the North.

17. *Cumulostratus*, or an inosculation of *cumuli* and *cirrostrati* by 8, A.M.: a fine day, and a light gale from the West: the night cloudy.

18. Fine till noon; afterwards *cumulostratus*, *nimbi*, and heavy rain.

19. Drizzling rain till 4, P.M., and showers in the night.

20. A fine morning: at noon several *nimbi* passed over and produced a short shower: P.M. *cumulostratus*.

21. Overcast till 9, A.M.; the remainder of the day fine, and a strong breeze from the North, which is the first wind we have observed from that quarter since the 23d. ultimo: the night clear, and much dew.

22. Fine, with ramified, linear, and plumose *cirrus*, *cumuli*, and *cirrostratus*: a corona round the Moon for a short time at 10, P.M., when Saturn was about 90° distant from Jupiter: a calm clear night.

23. A *stratus* on the Harbour, at 6, A.M.: a fine day: overcast with *cumulostratus* at night.

24. *Nimbi*, with wind and small rain till 11, A.M.; the afternoon fine, with *cumuli* and *cirrocumuli*: successive showers through the night.

ERRATA.—In the first column of the *Meteorological Table*, page 83, for *May* 25th, read *June* 25th; and for *June* 1st, read *July* 1st.

Promotions and Appointments.

Captains, &c. appointed.

Captain Hon. Charles Paget is appointed to act in the Royal George yacht during the attendance of the yacht on his Royal Highness the Prince Regent off Brighton.

Lieut. Wm. Anderson (a) to be a superannuated Commander.

Lieutenants, &c. appointed.

Lieut. C. Cochrane, to the Blossom; W. J. Mingay, to the Royal George yacht; Hon. William Waldegrave, to do.; W. West, to the Blossom; Edward Hibbert, to the Ganymede; Thomas Hastings, to the Icarus; Thos. Marshall, to the Spencer; J. F. Appleby, to the Queen Charlotte.

Messrs. J. Wildey, and Wm. Neville, Midshipmen, are promoted to the rank of Lieutenants.

Masters appointed.

Mr. Josiah Oake is appointed to act as Master of the Royal George yacht,; Robert Thompson (2), to be Master of the Blossom; Edward Hawkin, to be Master of the Icarus.

Surgeons appointed.

James Wilson (2), to the Blossom; M. Burnside, to the Tyne.

Chaplains appointed.

Rev. Robert Willis, to be Chaplain of the Firth; Rev. R. Brown, to the Leander.

MARRIAGES.

Lately, Captain Charles Giddy, R.N. to Miss Scobell, daughter of the late Rev. G. P. Scobell, Vicar of Sancreed and St. Just, Cornwall.

June 9. At Malta, Captain Mainwaring, of the 10th foot, Deputy-assistant Quarter-master-general, to Charlotte Murray, 2d daughter of Rear-admiral Sir Charles Penrose, K.C.B. Commander-in-chief in the Mediterranean.

Aug. 6. Frederick Johnstone, Esq. only surviving grandson of the late General and Lady Cecelia Johnstone, to Elizabeth, eldest daughter of Captain and Lady Elizabeth Halliday, R.N.

DEATHS.

Lately, aged 70 years, Sir W. P. Ache à Court, Bart, of Heytenbury House, Wilts, Father of Captain Edward à Court, R.N.

Lately, at Portsmouth, Mr. John Farlow, Captain's Clerk of H.M.S. Dolphin.

Lately, aged 26, years, Lieutenant George Lander, Royal Marines. Date of commission January, 15, 1810.

Lately, Rev. H. E. Ryves, Curate of Lower Wallop, brother of Captain G. F. Ryves, R.N. of Shroton House, Dorset,

June 1. George Robert Fane Balfour, son of the late Captain Balfour, R.N.

6. At Edinburgh Lieut. John Thompson, R.N. Date of Commission, 7th of June, 1806.

9. At his mother's house, in Plymouth, Captain John Lamfen Manley, R.N. son of the late Admiral Manley. Capt. M. fell a victim at so early an age as 32 years, of water in the chest. Commission dated 29th Aug. 1812.

13. At Minehead, in Somersetshire, of obstruction of the liver, aged 59 years, Major-General George Dyer, Royal Marines. Date of Commission, 15th of August, 1805.

Aug. 5. Lieut. Charles Forth Wintour, R.N. aged 62. He was Lieutenant of the Brunswick in Lord Howe's Action of the 1st of June; and in the Montague, off Camperdown, under Lord Duncan. Commission dated 1st of March, 1794.

18. At Whitewell Paul's Walden, Herts, Captain William Fothergill, R.N. Date of Commission, May 1, 1804.

BIOGRAPHICAL MEMOIR

OF

ROBERT HENDERSON, Esq.

CAPTAIN IN THE ROYAL NAVY.

In spite of Faction's blind unmanner'd rage,
Of various fortune and destructive age,
Fair Scotland's honours yet unchang'd are seen,
Her palms still blooming, and her laurels green.

LANGHORNE.

IN proportion to the danger and difficulties attendant on martial enterprise must be the stimulus to encounter them. It is, therefore, that the trump of martial fame is so loud, and her wing so strong—that her flight is bounded only by the limits of the world, and that her blast is heard in its remotest corners. To obtain this honorable publicity, the bonds of attachment to country, home, kindred, and the thousand comforts which they alone can supply, are broken, and the severities of martial duty—the extremities of heat and cold—the risks of the raging elements are preferred. To obtain this glorious blazon, death in its various terrors is viewed with a firmness of soul impossible to mere flesh and blood, unaided by this noble aspiration to a renown which shall preserve the name with the associated character of the hero, when the name and the character shall be all that remains of him.

But amidst the host of gallant naval officers who are candidates for this gratifying glory, it is obvious that all cannot be equally fortunate in opportunities of distinguishing themselves. The most ardent may pass through years of anxious vigilance, and useful diligence, without the occurrence of any hostile encounter under circumstances inductive of personal distinction. Therefore, to be *famous* is the lot of few. The minor reward of an honorable maintenance, has been, however, and is especially on the present system of naval administration, generally assigned to the utmost of what the finances of the country can afford.

Yet, notwithstanding the liberal scheme of promotion which has of late years been acted on, there are many brave old offi-

cers who still consider themselves neglected, and entitled to a higher grade on the ladder of promotion, than has been yet allotted them: we shall not here enter into the question, whether their complaints are well or ill founded, as the gentleman who is the subject of the present memoir is not one of them, but we trust due justice will be done to all.

Captain Robert Henderson is the second son of the late Captain Henderson, of Newton, a small property on the banks of the Dee, in the vicinity of Aberdeen, whither he had retired at the close of the American war, having faithfully and gallantly served his king and country as an officer in the army many years, in different parts of the world. He married (although at what period we have not ascertained) Miss Catherine Seton, of Monnie, who is still living; the captain died at an advanced age in 1806, leaving three sons and a daughter.

Patrick, the eldest of his sons, after serving as ensign, lieutenant, and captain in the 29th regiment, through a long course of severe and arduous duty with that distinguished Corps, was, in 1809, appointed major of the R. W. I. Rangers, which he commanded at the capture of Guadaloupe, under that gallant veteran, Sir George Beckwith; and had an opportunity of highly distinguishing himself and the newly-raised corps under his command, by attacking and carrying at the point of the bayonet a fortified hill, possessed by a strong column of the enemy. In this action he was severely wounded. From the effects of his wound he recovered; but it was, alas! only to fall a victim a short time after to the climate, having previously received the thanks of his commander, and the approbation of his king testified in his promotion to the rank of lieutenant-colonel. He died at Guadaloupe a few weeks after its surrender, universally regretted, as an officer of the highest promise, and as a man of sterling worth.

George, the youngest son, is a major of engineers, and has repeatedly distinguished himself on the Peninsula, particularly at the siege of St. Sebastian's. He is now serving in Canada.

Having said thus much of Captain Henderson's family, and enough it is presumed to show that the country is in no small degree its debtor, we shall proceed to a brief relation of his own services, regretting our want of ability, from the paucity of our documents, to render it so copious and circumstantial, as by a

more liberal communication of direct facts and collateral incidents we might have done.

This gentleman was born in the year 1778, and, as it appears to have been the intention of his father that his sons should trace his steps in the path of glory, and devote their lives to their country's service, there can be no doubt that their education was adapted to their destined course of life.

At the age of sixteen, and in the year 1794, Mr. Henderson commenced his career as a naval officer on board the Southampton frigate. At this period, the rapid and astonishing success of the French arms demanded the most vigorous opposition, both by sea and land, and the Southampton frigate was for several years employed, with others, off the coast of France, and in the North Seas. Thus employed, Mr. Henderson saw a variety of active, if not brilliant service, and under the Hon. Captain R. Forbes, and other captains who succeeded to the command of the Southampton, he became an expert seaman, and a diligent and attentive officer.

In 1799, he passed his examination as lieutenant, and was soon afterwards appointed to the Osprey sloop of war, in which ship he proceeded, under Captain Younghusband, with a convoy to the West Indies, and continued in her until the peace of Amiens, when they expected to be ordered home: retirement, however, whether to a naval or military officer, is not favourable to the advancement of a young man's fortune; employment was wisely preferred, and luckily allowed them, and they remained on the Leeward Island station, Mr. Henderson being then first, and the present Captain F. A. Collier (son of the late Sir George Collier)* second lieutenant of the Osprey.

The history of this peace may be thus briefly stated:—Toward the middle of the year 1801, Great Britain having seen her allies forced into terms by Buonaparte, then First Consul of France, entered into negociations for peace, which were suspended by the inflexible determination of Buonaparte to retain possession of Egypt, a possession which it was impossible for the British government to accede to. This difficulty was, however, soon obviated, by the arrival of despatches announcing the evacuation

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* For a portrait and memoir of Sir George Collier, *vide* N. C. vol. xxxii. p. 265.

of Egypt by the French army: indeed, from the state in which Buonaparte had left it, he could have had but little reason to suppose himself in possession of that which he stipulated so obstinately to retain.

On the 1st of October, the preliminary articles were signed at London; and on the 22d March, 1802, the treaty was concluded; between which periods Buonaparte contrived to violate the *spirit* of the treaty, by getting possession of Elba, the place to which he was consigned as its mock emperor on his first fall, and abdication of the sovereignty of France. This act was of itself sufficient to show the wily character of the man we had treated with, and must have rendered the peace thus effected, in the minds of reflecting men, of very doubtful duration; it was in fact soon seen that he was only availing himself of the facilities the peace afforded him, to renew, with improved powers of action, his attempts to subjugate this country to his proud dominion.

On the 8th of March, 1803, a message was brought down to the House of Commons by the Chancellor of the Exchequer, informing the House, "that as very considerable military preparations were carrying on in the ports of France and Holland, his Majesty had judged it expedient to adopt additional measures of precaution for the security of his dominions," &c.

On the 16th of May, general reprisals against the ships, goods, and subjects of the French Republic were by order of council granted; and on the 18th was issued a declaration of war, stating the grounds on which it was renewed, and which constituted a full justification of the measures adopted to repel the insulting aggressions of the French government.

Thus was the peace of this country, and shortly after that of all Europe, again broken; the course of martial enterprise was again opened to our gallant countrymen; and Mr. Henderson, who was still in the Osprey, on the Leeward Island station, and who had given up all thoughts of farther promotion in the idea of a durable peace, was excited by the prospect of an honorable advancement to exertions of renewed zeal and ardour.

In the spring of the year 1803, an expedition was planned against the island of St. Lucia, the command of the naval force

being given to Commodore Hood,* consisting of the Centaur, Courageux, Argo, Chichester, Hornet, and Cyane. On the arrival of Commodore Hood at Barbadoes on the 17th of June, he immediately consulted with Lieutenant-general Grinfield, to whom the command of the land forces was assigned, on the plan of co-operation; and measures for the prevention of supplies to St. Lucia having been taken, the troops, artillery, and stores, were embarked by the 20th, and the whole force put to sea. On the 21st, in the morning, they were joined by the Emerald and the Osprey, with Brigadier-general Prevost on board, and soon after anchored in Choe Bay. The first division of the army, commanded by General Brereton, was landed by the boats of the squadron, under the able direction of Captain Hallowell, about 2 P.M. and the remainder of the forces soon after, when an arrangement was instantly made for an attack on the strong post of Morne Fortunée. The summons of surrender being rejected, the post was carried by storm, and proved decisive of the capture of the colony.

In the passage of the Osprey to join the expedition, Lieutenant Henderson had obtained the notice of Sir George Prevost, who strongly recommended him to the Commodore, and a vacancy occurring, he took him into his own ship, the Centaur.† It is, however, proper to observe, that the recommendation of Sir George Prevost, was supported by a brilliant act of service previously performed by Mr. Henderson, he having, in one of the Osprey's boats, with only sixteen brave fellows, captured a French privateer, of 8 guns, and 40 men, himself and two men being wounded in boarding.

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* *Vide* N. C. vol. xxii. p. 1, for an excellently engraved portrait, and memoir of Commodore Hood.

† It may be worthy of remark, that during the years 1803, 4, and 5, when the Centaur bore the broad pendant of Commodore Hood, in the West Indies, she had three several sets of lieutenants, of whom there are now living, Captains Nourse, Henderson, the two Woolcombes, F. A. Collier, Maurice (who so bravely defended the Diamond Rock and Anholt), and Sibley—Captains Shipley, Reynolds, and Bettesworth, have since fallen in the service of their country, all were ornaments to their profession. Lieutenants Neville and Smith were killed on service, when belonging to the Centaur; Howard and Dale died in the West Indies, the latter having been appointed to the Morne Fortunée schooner. Lieutenant Domett was blown up in a tender off Martinico, and two others died on the station, whose names we cannot state.

Soon after Mr. Henderson's appointment in the Centaur, an expedition against Surinam was projected; on the sailing of which, Mr. Henderson was appointed to the marine brigade, under those distinguished officers, Captains Murray Maxwell, Kennett, Mackenzie, and H. Waring.*

On the 5th of April, 1804, Commodore Hood sailed from Barbadoes in the Centaur, with the Pandour, Serapis, Alligator, Hippomenes, Drake, Unique armed schooner, and transports, having on board near two thousand troops, under Major-general Sir Charles Green; and on the 25th of the same month they arrived in Surinam river, when Captain Shipley, of the Hippomenes, assisted by Captain Mackenzie, of the Guachapin sloop, was ordered to land a division of the army, consisting of about seven hundred men, commanded by Brigadier-general Maitland, at Warapa creek, which was effected on the night of the 30th.

Braam's point was the next object of attack, and Brigadier-general Hughes was appointed to carry it into execution on the night of the 26th. The general and his troops were accordingly received on board the Pandour, and orders were sent to Captain O'Brien, of the Emerald, then lying off the Bar, to aid in the attack, who pushed in over the bar with the tide, and anchored close to the battery, followed by Captains Nash and Ferris, in the Pandour and Drake. A brisk fire from seven 18-pounders was poured in on the Emerald; which was silenced by a few broadsides from the ships, and the fort was captured, with forty-three officers and men, of whom three were wounded.

The next morning Commodore Hood and Sir Charles Green removed from the Centaur into the Emerald, and summoned the colony; the terms were, however, refused. After considerable exertions, from the great difficulty of getting up the river, owing to its shallowness, the Emerald made its way to a station near the forts. On the morning of the 30th, a detachment of troops, commanded by Brigadier-general Hughes, was landed in the boats, conducted by Captain Maxwell, of the Centaur, and Captains Ferris and Richardson, at Plantation Resolution; and after a tedious march through woods and swamps, accompanied by Captains Maxwell and Ferris, with some officers, of whom Mr. Hen-

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* This gentleman is, we believe, still a commander.

derson was one, and about 31 seamen, the battery of Frederici was carried, and soon afterwards the redoubt of Leyden. The capture of this battery and redoubt led the way to a capitulation, and a surrender of the colony was made on the 5th of May.

In the attack of the battery of Frederici, Mr. Henderson was severely wounded, with several others, by the explosion of a magazine, which was blown up by the enemy. His conduct on this, as on every occasion, was firm and spirited; and he was, immediately after the capture, promoted to the rank of commander, and appointed to succeed Captain Mackenzie in the command of the Guachapin brig, of 14 guns, that gallant officer having been appointed to the Pylades sloop, of 18 guns, one of the captured ships.

In this small vessel, Captain Henderson did not remain long, being successively appointed to the Alligator troop-ship, and Pheasant sloop, of 18 guns, in which he continued to serve on the same station until the arrival of Lord Nelson's fleet in pursuit of Villeneuve and Gravina, commanding the combined French and Spanish fleets in 1805.*

* The following anecdote of Captain Henderson is not unworthy of mention:—When commanding the Pheasant, on the Leeward Island station, he was engaged in a very singular affair of honour, which fortunately, however, he managed in such a way, as to incur no risk of either life, or reputation: by a conduct less firm and decided, he would most probably have lost the *former*, but those who know him, will not be ready to believe he could have forfeited the *latter*. Whilst the Pheasant, with some other men of war, were at anchor in Carlisle bay, Barbadoes, Captain Henderson, with a large party, and several other naval officers, were dining at the hospitable house of Mr. Maxwell, of Bridgetown; after dinner, an unexpected visitor arrived, a man of the name of Blair, well known in the West Indies at that period, and who went by the name of *the Little Devil*, being a notorious duellist, and dead shot, having killed not *his man*, but *his dozen* of far better men than himself. Blair, taking his seat at table, immediately gave the news from Guadaloupe, from whence he had just come up, in a merchant vessel, having landed a cargo there from St. Thomas: he told them, there was a large ship privateer, fitting out there, to carry 20 guns, and 200 men, which would drive any British sloop of war off the station, or carry her into Basseterre in triumph; the company neither *could*, nor *would*, assent to the truth of this last assertion; but as he maintained it in a manner very injurious to the feelings of the naval part of the company, who had hitherto been silent, Captain Henderson at last thought himself called on to notice it, and briefly told this well known *hero of the trigger*, that if he repeated his assertion, he would throw him out of the window: on which Blair quitted the company, and in a few minutes sent the captain a challenge, who accepted it, intimating, at the same time, to Mr. Blair's friend, through his own, Mr. Maxwell, that, as he was the person

From incorrect intelligence received by Lord Nelson, he was induced to seek the enemy in the West Indies; and conceiving that they had gone to attack Trinidad, his Lordship was desirous of having an officer well acquainted with the navigation on that coast, which is difficult. The Pheasant being then at Barbadoes, Captain Henderson was immediately selected to lead the fleet. This service he executed with so much skilfulness, and so much to his Lordship's satisfaction, that he obtained his warmest approbation. We are informed that Captain Henderson is in possession of several letters from Lord Nelson to the above effect, and containing the most flattering professions of personal esteem. Had the enemy been found in those seas, his Lordship had declared his intention of posting Captain Henderson, and giving the Pheasant as an acceptable present* to one of his lieutenants. This desirable advance was, however, not long delayed. The glorious victory of Trafalgar led to a general promotion in the following year, and Captain Henderson was included, his commission bearing date the 22d January, 1806. Thus did promotion keep pace with his meritorious exertions, and he obtained that rank in the service which opens the way to its highest honours.

Captain Henderson, now, for the first time since he left home in 1794, returned to it, and spent two years with his family. An absence of twelve years, it may be supposed, would render his return gratifying in the highest degree; but there was still an inveterate enemy to be opposed, and he used his utmost endeavours to obtain an appointment to active service. His endeavours were at length effectual, and he was commissioned to act in the Agincourt, of 64 guns, in which ship he remained but a short time, when he was appointed to command the Champion, of 24 guns, then in the

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challenged, he should choose his own ground, and that he meant to fight Blair *across a handkerchief, each holding an end, and the antagonists foot to foot.* At the appointed hour next morning, Mr. Maxwell and the captain went to the ground, where Blair's second soon after joined them, *alone*, and said he was desired by Blair to make an apology for not meeting them, as urgent business compelled him to leave the island, and proceed to leeward; and that he regretted having hurt the feelings of Captain H.: thus ended *his* extraordinary affair of honour with this notorious duellist, who both before and afterwards had been but too successful in destroying men of worth and respectability; if we mistake not, the last who fell by his hand, was an officer of high rank, at Demerara. Blair is now dead.

* The Pheasant was a favorite ship of her class.

Baltic, commanded by Captain Crawford, for whom he took out the Venus, of 38 guns, and exchanged into his own. But he found the Champion so much worn and unfit for service, that on his return to port at the end of the year, she was declared incapable of going to sea again without a thorough repair. The ship was accordingly paid off, and Captain Henderson again out of employ, rejoined his friends in the North, where he remained two years more; he then got an acting order to fit out the Dublin, a new 74, until a frigate was got ready. In this ship, which proved a miserably defective one, being completely destroyed by *dry rot*, he did go to sea, we believe, but in 1813 he was appointed to the Tigris, one of the new 36-gun frigates, with which he was in every respect extremely well pleased; unfortunately, from a great want of men, especially *seamen*, it was many months before he got his crew complete—the new fifties and forty-fours being invariably preferred, as they were so much wanted for the American station. At last, however, he sailed, in the month of February, 1814, for the coast of Ireland, a station which is in general a favorite one with naval men, but to Captain Henderson it proved an uninteresting one, as he made no captures of any value or consequence, although he had time and opportunity to get his ship into fine order, and which he accomplished so as to obtain the approbation of his commanding officer, Admiral Sawyer, and also the good opinion of his own officers and ship's company, being a strict commander, but very attentive to the comfort of his men; unfortunately a bad fever broke out in the ship, by which he lost some of his men, and was obliged to return to port.

At this period the peace took place—the Tigris was then paid off, but re-commissioned for the Leeward Island station, to which, without hesitation, he immediately prepared to proceed. It was a considerable time before he got a new ship's company of volunteers, but when that was effected, he sailed for his destination with some transports, having the 2d or Queen's regiment on board for Barbadoes; on which station Captain Henderson still remains, under the orders of Rear-admiral John Harvey, a name well known and respected in the West Indies, and by the navy in general.

We regret to observe, that the Tigris has not escaped the baneful effects of the climate, which has proved fatal to several, both officers and men. We hope, however, the life of Captain Henderson will be long preserved, confident as we are, that in the event of another war taking place, he would only want opportunities, to add fresh laurels to those he has already obtained, and in a course of time become eminent in the British Navy.

NAUTICAL ANECDOTES AND SELECTIONS.

LORD AMHERST AND BUONAPARTE.

THE Cæsar, which in consequence of the loss of the Alceste frigate, recently brought home Lord Amherst and his suite from Batavia, is the bearer of the latest intelligence from St. Helena relative to the health and manner of living of the ex-Emperor of France. The Cæsar having occasion to touch at St. Helena, Lord Amherst expressed a desire to be introduced to Buonaparte, and in spite of some obstacles which presented themselves, his Lordship, with Captain Maxwell, and Mr. Lynn, surgeon of the Alceste, was allowed to wait upon him. On the 3d July, Lord Amherst was ushered into Buonaparte's presence at Longwood, whilst Captain Maxwell and the surgeon waited in an anti-chamber. It was not long before those officers were desired to join. There was nothing in the appearance of Buonaparte which in the least indicated ill-health; on the contrary, he looked well, and less bloated than ordinary. In his conversation with the party, his questions were put with his usual rapidity; indeed they followed each other in such quick succession, that answers could only be given to those which appeared most marked and important. With his general curiosity, Buonaparte inquired of the officers what stations they filled on board the ship, and on learning Mr. Lynn was the surgeon, he inquired what system of pharmacy he pursued?—"That depends upon circumstances," replied the surgeon.—"I hope," rejoined the General, "it is any other than that practised on this island; for here we have the same thing over and over again—bleeding and calomel for ever."—The conversation taking a turn on the mission of Lord Amherst to China, his Lordship related the cause of its failure; which he ascribed to the necessity imposed upon him by the Emperor, of smiting the ground nineteen times with his forehead; an indignity which his Lordship intimated could not be submitted to. Here Buonaparte's answer showed the man—"Indeed! Now had it suited my policy to send an ambassador to the Emperor of China, I should have instructed him to kiss his great toe; and if that would not do, he might, if required, have saluted a more offensive part, provided my object could be attained."

In the course of conversation, Buonaparte said he knew of no law which

gave the powers of Europe the right of detaining him a prisoner at St. Helena, or elsewhere; and strongly urged the propriety of his present situation being taken into consideration by the crowned heads of Europe. Notwithstanding his disappointments, he still affects great reliance on the justice of the Prince Regent of England, when unconnected with national policy, and the influence of ministers; and, with this impression on his mind, he expressed an anxious wish that Lord Amherst would be the bearer of a letter from him to his Royal Highness, which had been prepared some time, with the intention of forwarding it to England. We have reason to believe we are correct in stating, that his Lordship undertook to deliver the letter in question. It is said to be couched in the most respectful terms; but discovers a soreness throughout, on account of the unnecessary restraints he alleges that he is made to undergo. The officers of the late Alceste found that he can have the range of the whole island in his exercise of riding, driving, or walking, provided he will allow a British officer to attend him; but to this he objects. As it is, he may extend his walks about twelve miles; but then he is liable to meet in his perambulations British sentinels at various points, who never fail to present arms to him. Madame Bertrand was seen by the British officers, and the impression made upon them was, that she was a very handsome and clever woman.

ADMIRABLE METHOD OF PUMPING SHIPS.

[From the New York Gazette.]

With a desire to lessen the dangers of the sea, and to relieve seamen on board of leaky vessels from one of the most distressing situations to which they are exposed, the writer of this communication requests the Editors of the Gazette to insert the following description of an invention, made and put into successful operation, by Captain David Leslie, of the ship George and Susan, on a voyage from Stockholm to New Bedford, in the mouth of June last. On her passage, that vessel sprung a leak, which required the constant labour of the crew at the pumps to prevent her from sinking, and obliged the captain to change his course for a port in Ireland. The strength of the men was exhausted, by incessant pumping, before Captain Leslie commenced his experiment, the success of which exceeded his expectations, and in three or four hours discharged all the water from the hold of his ship. He placed a block or pully ten or twelve feet perpendicularly over the top of the pump, and another block at the outer end of a spar, which projected from the stern of the vessel, a rope with one end fastened to the upper end of the pump-spear, passed through the first block, and thence extended to the other block, through which it descended to the surface of the ocean, where it was fastened to a cask, measuring about 110, and containing between sixty and seventy gallons of water.

When the stern of the ship descended, or when a sea or any agitation of the water raised the cask, the spear descended into the pump, and the contrary motions of the stern and water raised the spear and pump box, and the water in the pump flowed out.

The rising and falling of the spear (to which about 100 pounds weight

were attached) was more frequent than had been anticipated, and the water was discharged with greater rapidity than it could possibly have been pumped by the whole crew, who, by this fortunate invention, were relieved from that laborious duty. A stopper should be fixed to the spear, to prevent the upper box from touching the lower one, and also to prevent the box from being drawn out of the pump by any extraordinary motion of the cask, and each end of the cask must be tapered to a point, with wood fastened on the heads for that purpose, from the forward end of which two lines should lead to the sides of the ship (one on each side), to keep it in its place. Should the vessel have no head-way, as in a calm, the spear may be placed over the quarter, or run out one side, and her rolling will then work the pumps. If the length from the lower box to the upper end of the pump be about six feet, it will be best that the box and spear rise and fall that distance. The little time and labour, with which the pumps can be fitted in this way, are a great recommendation of the invention, and, together with the certainty of its success, entitle Captain Leslie to the praise, and the reward, of a valuable discovery.

NAVAL FETE.

The following account of an entertainment given by the officers of the naval establishment at the grand river of Canada on the 17th of February, 1817, is taken from a Quebec paper :—

"A very numerous assemblage of visitors had reached the naval depôt by four o'clock P.M. and were received by the commandant, Captain Pring, and his Lady, in the most affable and hospitable manner. A sumptuous dinner was prepared in the officers' mess room, to which the company, upwards of sixty in number, sat down, and where they remained till the play was announced as ready to commence. The ladies were conveyed to the theatre in sledges, which those good humoured lads, the sailors, insisted on drawing themselves, a distance of a quarter of a mile. The Mould Loft had been fitted up for the occasion. The entrance was through an avenue of evergreens, illuminated with lamps. The scenery and decorations of the theatre, painted by the joint efforts of the officers, were executed in a very superior style. An appropriate prologue was spoken in a masterly manner, and the celebrated comedy, *She Stoops to Conquer*, was performed by the naval amateurs, in a style far above mediocrity. Between the acts a comic song was given with much humour and stage effect, which was encored by the audience. The comedy over at 10 P.M. the company returned, much delighted with the performance, to the mess-room, and partook of refreshments.

An agreeable summons was now received, that the ball-room was ready; and on returning to the Mould Loft, all were surprised to find the theatre vanished—the boxes, pit, scenery and all had disappeared, and, like some pantomimic trick, the whole was changed into a ball-room, seventy feet in length, well illuminated, and decorated with flags—Twenty-five and thirty couple at times occupied the floor till five in the morning, when the company again retired to Captain Pring's quarters, where an elegant repast was

prepared for them, and where mirth and good humour prevailed until daylight gave its intrusive warning.

If the visitors were really well pleased with the cordial reception they met with, both from Captain Pring, his amiable Lady, and all the Officers, they no doubt must have been equally gratified in seeing so numerous an assemblage of all the respectable part of the country visiting them—from York, from Long Point, and from the Niagara frontier. Upwards of thirty Ladies were present.

The following morning the company set out on their return home, pleased with the amusements, and highly gratified with the affability and politeness with which they had been received and entertained by the Officers of the Naval Establishment.

INVENTION OF AN IMPROVED BINNACLE.

An inhabitant of Boston, in North America, has exhibited a newly-constructed binnacle, with converging mirrors, which, from the light of a lamp, diffuses upon the compass a clear and conspicuous light, the rays of which are at pleasure tinged with a green shade, which has, upon the eyes of the helmsman, a good effect in looking out, and prevents the binnacle from shewing light abroad, so that vessels cannot be traced by it in the night. The lamp is placed in the upper part of the binnacle, near the illuminator, and has, attached, a trimming apparatus, which, by a simple operation, effectually, and with perfect safety, trims itself. The binnacle is made to carry but one compass, and is so calculated, that all the inconveniences of smoke arising from the lamp, and of blowing out in squally weather, are avoided. The whole is simply constructed with a manifest saving of expense.

EXPEDITIOUS NAVIGATION.

The recent arrival from China, at Cowes, of an American merchant vessel, in one hundred and eight days; and, a little while back, of another large American schooner from the Isle of France, in sixty days, are instances of celerity and of nautical skill and facility, deserving our notice and emulation. We have had two similar and nearly equal of late: a transport from Ceylon, with troops and passengers, in 77 days, and the arrival of 13 large heavy laden ships of the East India Company from China to our Channel in 109 days; the last a triumph of mercantile navigation, a combination of nautical skill with good fortune, of which there is no record of an equal exertion; to cut through 15,000 miles of ocean in that short time, is, with so many vessels, without example in marine experience. With *similar* passages we ought to communicate with our Asiatic Presidency at Calcutta within *six* months, instead of *once* in 12 or 15 months, as is now the loitering and *dilatory* habit of that important intercourse. The Americans of New York and Washington will soon exchange letters and *products* with Bengal in five months! The only early account *we* had of the victory of Waterloo being heard of at Calcutta was from New York.

IONIAN ISLES.

Corfu, May 4, 1817.

(Extract of a private Letter.)

In the territory of La Parga, a fortress elevated above the sea, in the ancient Continent of Tesprosia, every thing is in a state of consternation, because a report prevails that it is to be ceded to the Pacha of Janina. The inhabitants, who for more than an age enjoyed a sort of independence, have for some time past been particularly distinguished for the prudence and generous efforts with which they defended themselves against the attacks of this Pacha. That powerful and crafty chief in vain tried to seize upon a port so important for its situation, and so well calculated to enable him to annoy the neighbouring islands, and consolidate his power on the Continent. And this is done because the brave Parganiots preserved their territory with a constancy and courage worthy of the ancient defenders of Thermopylæ. Destined by the treaty concluded on the 21st of March, 1800, at Constantinople, between Russia and the Porte, together with other Venetian possessions on the Continent, to the latter power, they still followed the fate of Corfu, and are still occupied by an English garrison, to which they gave a good reception. It is not credible that the English, who so often promised liberty and peace to all Europe, who abolished the commerce in Negroes, and the slavery of Christians in Barbary, would abandon so brave and free a people. It is still more incredible that they would give up innocent Christians to their cruel enemy, who would seek to be revenged for the blood of his ancestor who fell a victim before the tree of liberty at Parga. And lastly, it is not credible that the wisdom of the English Government would not recognize the great importance of keeping possession of Parga, which was called the eye and ear of Corfu. That place could, from its situation, preserve and defend itself with few means on the sea side, and is inaccessible on the land side. In the possession of Ali-Pacha it would become a source of insults and attacks against Corfu, Paxo, and Leucadiao. The islands, obliged to procure much of their provisions from the Continent, have too often experienced injurious treatment from their neighbours. Ali-Pacha, after once becoming master of Parga, would endeavour for some time to conceal his vengeance, by dissimulation and cunning; but it would break out in the end, although slow it would not be the less terrible. Then innocent families would become destitute, and be obliged to seek an asylum in foreign countries, after being routed from their paternal homes. Such a result as this would be contrary to justice, religion, and policy, and unworthy of the magnanimous character of the English, who know better than any other people how to honour the name of Greeks. Suppose the Ottoman Porte should insist on the fulfilment of the treaty of March 1800; Parga and other places must then enjoy all the privileges granted them by that treaty; namely—the free exercise of their religion, moderate taxation, and their antient customs; together with a prohibition against Mahometans possessing any property, or residing in the place. But if, in opposition to solemn treaties, a system injurious to the Greeks should be established at Prevesa, Vonissa, and Butrino, Parga

should remain either as a guaranty for the fulfilment of the treaty, or as an indemnity to be required by the government of the seven islands, in case it should not be fulfilled.

EXPEDITION TO THE RIVER CONGO.

Extract from "An original and interesting Narrative of the Voyage to the Congo."

THE temperature of the sea at this time (April 26) was at the depth of 220 fathoms, 64; that of the surface, 80; and of the air, 81. The vessels were then in latitude 6. 10. N. longitude 16. 45. W. The currents from their leaving Port Prayo, till they reached 6. 00. N. longitude 15. W. set S. and S. E. They then ran N. E. and E. N. E. from 8 to 40 miles a day, and continued in this direction till May 5, when the expedition was in sight of Princess Island. On that day they crossed the meridian of Cape Palmas, at the distance of 15 leagues from the Cape, the wind varying from S. to S. W. The greatest heat of the atmosphere was 85, in a clear calm, at 2 p. m.; and the least 74, after heavy rain; the rain as it fell being at 75. A large shoal of bottle-nosed porpoises, or dolphins, was seen. They were attended by numerous tropic and men-of-war birds. The former, it was observed, fish in the manner of the common gull, while the latter ascend very high, dart perpendicularly down on their prey, and, diving into the sea, will snatch from their own element the largest flying-fish, and carry them off in their beaks, soaring high as before.

Light breezes from the S. S. W. and S. W. carried the vessels close-hauled over the Gulf of Guinea. The weather was cloudy, with some rain. The thermometer sunk to 78. Many of the albicore and bonitos were now taken. The albicore was found to have fourteen rays in the first dorsal fin, and the same number on the under side. The dorsal, anal, and false fins are strongly tinged with an orange colour. Whitish transverse stripes mark the lower part of the sides of the fish; the palate is studded with bony points. The bonito is distinguished from the albicore by the foremost dorsal fin having sixteen rays, eight false fins on the back, and seven beneath, the under sides being marked longitudinally with four black stripes, and the palate quite smooth. The largest albicore taken weighed 160lb.; the common weight was from 30 to 40lb. This fish has been supposed to be the tunny-fish of the Mediterranean. If the supposition be correct, the enormous disparity between them in size and weight is most remarkable, as the tunny frequently weighs from 8 to 12 cwt.

At this time, the bird called the booby was frequently seen, and several of them were submitted to the inspection of the scientific gentlemen who accompanied the expedition. To them it appeared, that this creature had been erroneously described to be of the pelican genus. Of two taken at the same time, the larger one measured 18 inches from the point of the bill to the extremity of the tail, and weighed seven ounces. These birds usually fly in pairs, just above the surface of the water, the neck out-stretched, and the tail expanded. As the species is not unknown, a minute description may be spared.

From their entering the Gulph of Guinea the sea had appeared white, and on their approach to Princess Island they seemed to be sailing on a vast ocean of milk. This was judged to proceed from the immense number of the pellucid salpa, and of the scyllarus genus, which were found in those parts. Thirteen different species of cancers were here taken; five of these, in form, resembled shrimps, the others were like crabs, but all were exceedingly small, none of them being found to be above a quarter of an inch in length. One of these creatures, viewed through the microscope by candle-light, displayed what appeared to be a most brilliant amethyst, of the size of a pin's-head. This was ascertained to be the brain, and from this, when the animal moved, flashes of brilliant light were darted in all directions. The albicores were now plentiful, some 20 a day being regularly taken with a hook and a line. The flying-fish found in them served for bait. Favoured by the wind, this creature is capable of a considerable flight; but when it attempts to make way against the wind, it drops almost immediately. Many flights of these were seen endeavouring to escape their cruel enemy the albicore. They sometimes described an extended curve, unassisted by the wing after the first fluttering on their emerging from the water, borne wholly on the wind. The vicinity of land was denoted by the numbers in which these creatures, and various fishing-birds, apparently gulls, were seen, and Princess Island was made on the 16th at day-light.

In addition to those which have been mentioned, many luminous animals were here caught; and it was the general opinion that some interesting additions to natural history might have been made, had it been possible to preserve those which were taken. This, however, from their delicate organization, was in vain attempted, as most of them dissolved in spirits of wine, or lost or changed their colour; and little was in consequence made of them from the want of a person properly qualified to draw and describe them as seen in the microscope.

HUMANITY SUPERIOR TO DANGER.

In the year 1811, lieutenant Somerville, then a master's mate, was prize master of a Danish schooner called the Normandine, while on his voyage to England, he was chased and narrowly escaped capture from an enemy's privateer: in the most arduous part of the chase, the enemy gaining fast upon him, a man named Joseph Comlis, in lowering one of the sails fell from aloft into the sea, in defiance of capture and imprisonment the vessel was put about, and every endeavour made to save him but in vain.

The consequences of this attempt would have been capture, had not the wind increased towards evening to a perfect hurricane, in the course of which, the enemy by carrying too much sail lost her top and foremasts, signal guns of distress were fired by her, and she shortly afterwards went down. With the hopes of saving some of her crew, lieutenant Somerville, stood towards the spot, but their instantaneous destruction rendered it impossible.

THE PRINCE REGENT'S AQUATIC TRIPS.

THE Prince Regent left Carlton House late on Friday Sept. the 5th, for Brighton.—On Monday the 8th, about ten o'clock, his Royal Highness, accompanied by the two Admirals, Sir George Campbell and Sir Edmund Nagle, left the Pavilion, passing down the Steyne to the water's edge, and embarked on board the six-oared cutter of the Tigris frigate, where the Royal standard was immediately hoisted. At this instant Royal salutes were fired from the Tigris, the Grecian, a brig of war, and the sloop yacht of Alderman Sir William Curtis, which, with Sir William came in the day before. The cutter proceeded to the Royal George yacht, on boarding which the Royal standard was again hoisted at the main, and the yacht, with the whole of the vessels of war, then stood to the westward. At half-past eight in the evening the Regent disembarked amidst the acclamations of the populace, whose greetings he returned by bowing as he passed. On Wednesday the Tiber frigate, Captain Dacres, arrived in Brighton roads. At eleven o'clock the Prince Regent, accompanied by the whole retinue of the nobility at the Pavilion, for the second time went on board the Royal George yacht, which was lying at the distance of about three miles from the shore. As his Royal Highness stepped into the barge, discharges of cannon took place from the Inconstant and the Tiber frigates, and the several gun brigs in the roads. These salutes were renewed when the Prince Regent arrived on board the yacht. After his Royal Highness had stepped into the barge, he condescendingly waved his hand to the numerous assemblage that lined the beach and cliffs. The whole of the vessels sailed to the eastward of the town, and at half-past one, the frigates and sloops were ranged in line of battle, and exhibited all the manœuvres of an engagement, which were visible from the shore. By two o'clock the firing had ceased, and a general chase commenced to the westward. Sir William Curtis embarked on board his yacht, which had been previously provisioned for a voyage to Portsmouth. As the worthy Alderman was in the secret of the intended sham-fight, he dauntlessly approached the scene of action, and nobly resigning himself to his fate, was captured, and sent as a prisoner on board the Royal yacht. His Royal Highness remained at sea all Wednesday night, when a boat landed letters from his Royal Highness for the friends to whom he is accustomed to write; but another boat, ordered to carry supplies to his Royal Highness, missed the course of the yacht, which was out of sight from shore, on Thursday morning, and remained so at two in the afternoon. It is said to have been the first night the Prince ever slept at sea.

Brighton, Sept. 12.

The weather this morning was hazy, intermixed with drizzling rain, and numerous were the visits to the cliff to discover the position of the Royal George; but this vessel, and her armed companions, had disappeared, and rumour was soon current that his Royal Highness had sailed for Portsmouth, with the intention of visiting the Isle of Wight. This rumour was generally believed until after mid-day, when the yacht and the armed vessels hove in sight from the S.E. At five *p. m.* the Royal squadron had passed the town, and proceeded a considerable distance westward, when a naval officer, one of the royal Pages, and some servants belonging to the Royal establishment, were put on shore from the Royal George, in a boat. This party brought the information that the Regent intended to continue at sea another night; and the common opinion now is, that his Royal Highness intends to visit the Isle of Wight before he returns to the Pavilion.

CORRESPONDENCE.

On the Eligibility of Falmouth as a Packet Station. *

MR. EDITOR, *Bristol, 6th May,* 1817.

FROM what has been already said, it must be evident to every impartial reader, that Plymouth has not even the *shadow* of an advantage over Falmouth, were the packets employed in the Atlantic to be incorporated with the navy; and when the experience of above an *hundred and twenty years* of security at Falmouth, is fairly opposed to interested conjecture, and selfish prognostications of the future, applied to Plymouth, there is a decided preponderance in favour of the former harbour. For, who, in the exercise of an unbiassed understanding, would sacrifice the substantial and decisive testimony of near an *hundred and thirty years'* experience, to mere assumptions of the future, did they even come from an impartial quarter? But when they issue puffing from the steam engine of self-interest, how must they appear? and with what cautious prudence ought they to be approached?

I come now to another argument advanced by the Plymouth advocates, and which has been already slightly noticed; that is, the arrival of the mail nine or ten hours sooner at that port than at Falmouth.—Here the Plymouthians think themselves intrenched to the chin, and altogether invulnerable. But a push with one simple question demolishes this imagined impenetrable fortification, and lays them bare to the toes. If this be an argument in favour of Plymouth over Falmouth, is it not equally so in favour of any place to the eastward of the former, where the mail may arrive an equal number of hours sooner? And is it not more especially so in favour of Portsmouth, where it arrives twenty-four hours before it does at Plymouth?

The application of this question appears to convulse the Plymouth advocates, and to put their chief champion into a wondrous bustle, as appears from the provincial paper mentioned, where he tries to evade its force, by a mere legerdemain shuffle. In truth, there can be only *one claim* opposed to this priority of time in receiving the mail, and that is, the advanced position of Plymouth towards the Atlantic. But aware how formidable this must appear on the side of Falmouth, the Plymouth advocate endeavours to avert the eyes of our understanding from beholding it, and even has the temerity to make the *eastern* situation of that port an argument in favour of it, over one situated nearer to the Western Ocean; as during westerly winds the *homeward-bound* mails can be sooner sent forward than from a more westerly situation. What can more clearly evince the shifts to which Plymouth is driven to find a colouring for her pretensions? A claim, founded on such reasoning, opposes itself to all nautical knowledge; and sets up its empty assumptions against the testimony of facts deduced from the incontrovertible records of experience.

During strong westerly winds, if homeward-bound packets pushed direct

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* *Vide* also N. C. vol. xxxvii. pp. 196. 296.

for Portsmouth, the mails could be forwarded thence to London, by the time they left Exeter, when from Plymouth.—This undeniable fact makes it evident, beyond all reasonable dispute, however self-interest may carp and quibble, that a proper situation for any packet station ought to be chosen by an impartial consideration of all circumstances connected with the *general* promotion of the services they are appointed to perform; and not from a partial view of *particular* circumstances in favour of one place over another; as must be evident to every navigator who calmly and impartially reflects, that the latter would lead to the adoption of culpable error and absurdity.

Who can deny that a mail from London may not be embarked twenty-four hours sooner at Portsmouth than at Plymouth? and during an easterly wind, that it may not be out of the Channel from the former port, before out of the Sound from the latter?—Or, that during strong westerly winds, a homeward-bound mail might not be *thirty hours* sooner in London from a packet that made direct for Portsmouth, than if she had landed the same at Plymouth? But notwithstanding these undeniable facts, who, for these *particular* reasons, will venture to affirm, that Portsmouth is a more eligible situation for the packets employed in the Atlantic than Plymouth?—Would not every impartial and experienced navigator treat such an assertion with the indignant contempt it would deserve?—Yet, what better is the assertion now obtruded upon the public, in a provincial paper published in Exeter, that Plymouth is a situation preferable to Falmouth, for the *particular* reasons that have been noticed; and which, considered unconnected with other circumstances, far more important in their consequences, give to Portsmouth a more decisive claim over Plymouth, than to the latter over Falmouth. It may be answered, that Portsmouth is above three times the longitude east from Plymouth, that the latter is from the western harbour; and therefore the advantage of position towards the Atlantic must be reduced in an equal ratio.

This may be true in some degree; but the particular situation of Falmouth harbour gives it a much greater advantage than the comparative distance may, on a cursory view, appear to admit. If a vessel from this most *advanced harbour* on the south-west coast of England, make but *two leagues* of westing, with a wind afterwards, any where from the westward, that will permit her to make good a *due south* course, she will make her passage into the ocean. How stands the case of a vessel from Plymouth? She must make EIGHT TIMES as much WESTING before she can be placed in a position so favourable for weathering Ushant by a due south course. Now, when the prevalency of the winds from the western quarters, in the entrance of the English Channel, their fluctuations, and short duration from any point, are connected with a fact that must be evident to every one who chooses to look at it with his eyes cleared of the mist of prejudice and the film of ignorance, what importance ought such a situation to assume in the eyes of the nation? Yet, wonderful to tell, how has she suffered the eyes of her understanding to be covered by the searcloth of interest, the sackcloth of ignorance, and the blinding hood of prejudice; and then to be persuaded, that thus bound up, she could see. But with what eyes

must she have seen, when setting at nought, and neglecting a harbour so situated for the promotion of interests that ought to be dear to her? those of her marine. How has she suffered her attention to be directed every where upon her coast but here?—Alas, what perverseness!—Be it from whatever cause it may, the success of misrepresentation, as far as respected the navy, has induced another effort to be made for the removing of the packet establishment from Falmouth to Plymouth. Upon what pretences, has been seen. Shall the records of experience and fact be sacrificed at the shrine of misrepresentation? Yes they may be, as they have often been. It too often requires the calm and unbiassed inquiries of others to unravel the errors of the present actors in the affairs of nations, when astonishment is excited by the manifest departure from the path of wisdom, knowledge, and duty.

However trivial the difference of situation of the ports of Plymouth and Falmouth may appear to the uninformed; to milk and water navigators; to those who may have ploughed the briny deep for many long years, without gleaning a handful of accurate and useful experience, even on the shores of their native country; but who have accumulated store of local partialities, dislike, and prejudice; who have dosed and slumbered in situations where active observation might have made discoveries of importance; however such, from the pride of rank, may assume a tone of decision to which their experimental knowledge can give no just pretensions; every experienced and impartial navigator must know the great difference of chances in getting into the Ocean westward, from the two harbours mentioned. The one being on the meridian of Ushant, vessels sailing thence having made only six or eight miles of departure, will effect it by a due south course, besides having the chance, when near the parallel of Ushant, should the wind veer far to the southward, of clearing the Scilly Islands on a course between the north and west. But, as has already been shewn, a vessel from the more eastern harbour, that is from Plymouth, must make EIGHT TIMES the departure before she can be placed in a situation equally favourable for effecting a passage into the Ocean. This being an undeniable fact, and evident to every one capable of understanding the subject, what is the inference to be deduced from the FACT? That during variable winds, so prevalent on the south-west coast of England, vessels from the most western harbour must stand EIGHT TIMES the chance of clearing the Channel, as those from the great arsenal of Plymouth. But even allowing, that after ingenuity shall have ransacked all the stores of probabilities; after interest shall have wearied itself in running to and fro to pick up plausibilities; after ignorance, perplexed itself, shall have perplexed others; after prejudice shall have vended her thousand calumnies and misrepresentations; and a joint stock has been made of all their collections, by which they may, apparently, reduce the fearful preponderance in favour of Falmouth *one half*; still it would have on its side FOUR TO ONE.

This being the case, would it not be highly commendable in the First Lord of the Admiralty, when on his necessary visits to different dock-yards, to take such a harbour into his circuit, and to assemble before him, on the spot, those who have represented it as altogether unworthy of national con-

sideration, and those officers whose testimony is of a contrary description; and there let their knowledge be put to the test. What can be more reasonable or just, on a question where the country has so great a claim for the TRUTH to be discovered? There, let his Lordship look around him with the impartial eyes of true patriotism; let him spread out a chart of the south and the west coast of England, including the Scilly Islands; let him reflect that he is above a DEGREE and a HALF south of *Porter Yard*, in Milford Haven, and the ease with which he could push a fleet or squadron into the Bay of Biscay, from his present situation; would not his surprise be called forth? Would he not ask himself, wherefore should this be? Wherefore, indeed!—This deserves serious and impartial consideration, retired from the men who have brought it about, and in close consultation with the truth only.

Who can doubt the inclination of Lord Melville to promote the interests of his country to the utmost of his abilities and power? But he himself knows, that the fire of his patriotism, however pure and ardent it may burn, must often be under the guidance of others. And who, that has seen much of the transactions of men, who has had opportunities of scrutinizing their motives, but has reason for fearing, that in public measures, the passions which assail human nature, the weakness to which it is subject, may induce individuals to give false colourings to different objects, when drawing the picture before the eyes of government. How far his Lordship may have been in this manner deceived, is not for the writer to say; but surely his Lordship requires no director to discover, how differently Milford Haven and Falmouth Harbour are situated with respect to the continent of Europe washed by the Atlantic Ocean. His Lordship can easily perceive the Scilly Islands, with all their numerous surrounding dangers, intervening between St. George's Channel and the coast of France. He can perceive that Milford Haven is as far from Brest as Portsmouth: and that the course from the latter has not the dangers to encounter as from the former. His Lordship can easily imagine, in what situation a squadron of ships of war must be in, on the coast of Wales, during a hazy south-west gale. He is informed, in this letter, how the advanced position of Falmouth harbour towards the Atlantic preponderates in *experimental* navigation, when compared with that of Plymouth; and his Lordship will find how this truth is corroborated by the facts recorded in the Letters addressed to the late Right Hon. Mr. Perceval, which render all specious theoretical reasonings and representations of no value when compared with experimental facts that most decidedly bear testimony to the truth.

It must be supposed that a Plymouth advocate alludes to those letters when he makes use of the expression, "*the Captain Champion of Falmouth*, being committed in unqualified hostility against Plymouth." What is the matter of fact? A naval officer, in the course of his professional services, had opportunities of witnessing the easy ingress and egress of Falmouth harbour; its advantageous situation for communicating with the Western Ocean; the refuge it afforded to ships of war when labouring, often in vain, to clear the Channel from more eastern anchorages; also to numerous convoys, many of them near, and above *two hundred sail.* His

surprise was naturally called into action, by those circumstances, why the country had not derived any benefit from a situation so advantageous for the operations of her marine, but in the casual instances of refuge that have been mentioned. This induced him, as he had opportunity, to examine its capacity, and how far it might be capable of improvement, and so rendered more efficient, by containing a larger number of ships of war than its present state would admit.

Being no stranger to the vast expenditure in different dock-yards, nor to the little advantage the nation could derive from some of the projects that had been adopted; it appeared to his judgment, that if a *small part* of this expenditure were applied to the improvement of a harbour, the nearest, on the south-west coast of the island of Great Britain, to the Atlantic Ocean, it would enable the country to send ships of war into that sea, in a manner far more expeditious, than the situation of her present naval establishments would admit of.

Having connected his observations, these were laid before the government during the administration of the late Right Hon. William Pitt; a man who certainly understood the true interests of his country as well as most who had preceded, or who have followed him; and whose patriotism and firmness were of no common sort; and these will long outlive the envenomed representations of envy, slander, and malice.

The observations mentioned, came under his inspection, without the recommendation, or support, of one landholder, copyholder, leaseholder, or inhabitant of Cornwall. The writer having nothing in view, but the promotion of the interests of his country, never imagined that such aid was necessary to convince a patriotic minister; but judged, that the merits of the case was sufficient to engage his attention. In this he was not deceived; but miserably so with respect to many, whom he imagined ought to be guided by the same motives as himself. After the minister's death, which also gave a death-blow to the service in which he was engaged in Falmouth harbour, must he not have been astonished to behold misrepresentation lift her head on high? and to hear her trumpets of alarm sounding from the mouth of the Plym to the inmost recesses of the Thames? To find her declamations and insinuations flying in clouds, like locusts, and darkening the hemispheres of Charing Cross and Downing-street; that by thus obscuring and perplexing a question, wherein the interests of the nation were essentially involved, she might hope to triumph; and did triumph.

Was an officer so circumstanced and overborne, if he had the ability to vindicate himself, and those men, eminent in their profession, who had espoused the cause of their country, in an undertaking, from which they could derive no personal advantage; was he to shrink before opposition, and retire into oblivion like a convicted impostor? Was he not called upon to appear before the public, and produce those reasons, which had induced such a minister as the late Mr. Pitt to give them a favourable reception.

Does it then well become any Plymouth advocate, to call the representation of the truth, hostility to that place, because its testimony may be in

favour of another more favourably situated for communicating with the ocean westward? Do such imagine, that the experience of any officer, which may be serviceable to the general interests of his country, ought to be derided and despised, because it may interfere with the interests of a local community? Who has controverted the facts recorded in the letters to Mr. Perceval? Because they may not have been attended to, does this invalidate the truths they contain? Is it therefore to be assumed, that these truths are unworthy of the attention of government?

It has been reported, that since being at the Board of Admiralty, Sir G. Warrender has been in the vicinity of Falmouth. What a favourable opportunity for gaining correct information, if any impartial and capable informant could be found. It may be supposed, that Sir George would have investigated the matter impartially, as he cannot have imbibed partialities from habits and local residence.

Every well-wisher to his country must lament, that many circumstances connected with her maritime power, are so little studied and understood; are left to be decided by contingencies and fortuitous circumstances that bring them into notice; or to the arbitrary and partial decision of a biassed understanding; or to the specious representations of self-interest.

Can the nation require a stronger proof than the claims Plymouth now puts forth, as being more favourably situated for communicating with the Atlantic than a safe harbour on the MERIDIAN of USHANT?

Tiphys.

On Lord Radstock's Benevolence.

MR. EDITOR. *July 16th*, 1817.

IT occurs to me, that at a time of such unexampled distress as the present, when all classes of the community, with few exceptions, indeed, are suffering so severely from the sudden transition from war on the grandest and greatest scale, to a state of peace, and reduction of all public departments, I cannot render a greater service to the profession, of which he is so great an ornament, or to that subordinate, but most important class of the community, whose interests he has ever delighted to attend to, and forward (I mean the British seamen), than by bringing to their recollection and notice the great (and they are glorious and noble) exertions of my Lord Radstock, in using his best efforts, in this hour of adversity, to increase the fund of that highly benevolent, and most useful Institution, "The Naval Charitable Society," of which he has the honour and the happiness to be President. The professional services of the gallant admiral have been already laid before your readers, in a preceding Volume of the N.C.* and it will no doubt be remembered, that as captain of the La Prudenté frigate, and as a flag-officer in the battle of St. Vincent, he discharged his duty *well;* few officers in the profession have served with higher honour; fewer still, I believe, have surpassed the subject of these

* *Vide* vol. x. p. 265, where is also given a highly finished engraved portrait of the noble Admiral.

observations, in the estimation, regard, and affection of his brother officers and ships' companies: he was ever the seaman's friend, as well as his commander; and of him, it might be truly said, that his men, honouring and loving him in their hearts, obeyed his orders willingly, watching each look and motion of their captain, in order to fulfil his wishes, and to obey his commands, almost before they were issued: he has all his life been the seaman's friend and father, and the brother of his officers; and although he served under a St. Vincent, he neither adopted his rigidity, nor imitated his disgusting hauteur. But, my present object is to set forth his amiable and praiseworthy conduct as President of this charitable Society, at this time of need: his professional services have ceased, and perhaps may not again ever be required; but his philanthropic actions have risen into brighter lustre, from the sad scenes of misery, destitution, and calamity, which a return of peace has brought on many a gallant sailor and his family. It has been, and now is, the earnest and anxious desire and aim of this truly great and good man, to give relief to these unfortunates; and it is delightful to record the great success of his noble exertions; the funds have greatly increased within the last year, but the demands upon them have increased in a double ratio; and therefore, however great may have been the liberality of the superior officers of the navy, and of the public, their contributions will, it is hoped, be generously continued, in order to meet, and to relieve as far as possible, the many claimant cases of distress, which, in times like the present, must be expected to appear before them. These remaks will, it is hoped, give no offence to any, but induce those who have not *yet* come forward in behalf of this noble charity, and who can afford to do so, not to lose the luxury of *doing good*: let them follow the bright example of the worthy President, whose exertions merit every praise, and whose actions are the theme of universal approbation; his name, and his sons' name, who are worthy of their Sire, will descend to posterity as the seaman's friend, and the sufferer's stay. This tribute of applause flows from an unbiassed mind, and independent heart, which loves to record the actions of the good, and to turn away the gay from the scenes of dissipation and extravagance, to sooth and relieve, as far as possible, the less fortunate, although not less deserving, of their fellow men.

Albion.

On the Importance of the British Fisheries.

MR. EDITOR, *24th June, 1817.*

IN times like the present, it is the duty of individuals, as well as of the government, to step forward zealously and promptly, as they would in the day of battle, or hour of danger, to defend their country from the enemy—this enemy, I need not say now is, "*the change of times.*" Great Britain has fought long, and bravely, and at length conquered her old enemy; but a new one has arisen, which threatens no less to overwhelm her with destruction. Government feels the necessity of making *every* effort to remove the *present torpor*, which pervades *from one end to the*

other the walks and channels of our commerce; knowing well, that until the *impetus* shall be *effectually* given, the trade of the country must languish, and, ere long, *must die;* for a long continuance of things in their present state is not to be expected, it is in fact *impossible.* I trust the eyes of government will continue to be eagerly and anxiously directed to this grand and most important object; let them but obtain this one point, the re-establishment of active commerce, and Britain will still continue the first of European powers. I observe with satisfaction, therefore, the loan of money by government in the present Session, for the completion of public works, and extension of our fisheries, thereby giving employment and subsistence to many unemployed hands, and destitute seamen. I think much might be done by companies formed in our sea-coast towns, for the purpose of prosecuting the white fishery on our own and the Dutch coasts; and I trust this trade will be entered into with spirit. The towns of Yarmouth, Lowestoffe, Harwich, Whitby, Scarborough, and in fact every town along that coast, might be expected to enter into this new branch of trade with alacrity and eagerness; their situation points them out as its natural possessors and proprietors, and government is now ready to lend them capitals, where these are wanting, to commence with. I shall be greatly disappointed if this source of riches, and of employment for our brave seamen, is still neglected, and allowed to pass again into the hands of our opposite neighbours, when our own advantages are so superior, and the London and Mediterranean markets so completely within our reach, for the disposal and consumption of the fish with which it is well known our coasts abound. Trusting that British commerce only *sleeps*, but is not *dead*, I remain, &c.

Orion.

On the Necessity of regulating Parochial Relief.

MR. EDITOR, *26th June*, 1817.

IN my last* I made a few observations on the notions of some men respecting funded property, whose imaginations are so warped by the heat of self, that hither they turn, until the idol is encircled, and all other considerations are excluded from the circumference; also of those, who to court popularity, and to be thought patriots, proposed an act, which, if executed, must tread upon every principle of justice, and brand, *faithless*, on the character of the nation.

I come now to another subject, of the last importance to the country; an evil that has grown under the patronage of power; that has had its enormities sanctioned by legality.

That man must be altogether ignorant of the internal state of the country, who is not convinced, that the poor-rates, by mal-administration, is now become "the abomination of desolation" in this land; the hydra that is preying upon the vitals of the nation; and if the united wisdom and energy of all ranks make not head against the pest, like a destroying pestilence it will lay waste the whole land, over which it has already made

* See page 121.

fearful strides. My opinion on the subject is hinted at, in a letter to Lord Melville.* The evil has been aggravated since that time, and threatens to cover the land with gloom and dismay.

The nation ought to retrace the steps she has taken under the guidance of mistaken and misplaced charity; under the direction of ignorant parish officers, and others of higher rank, courting popularity at the expense of the public, and shutting their ears against the voice of discriminating justice.

The mass of society must become interested in the distribution of parochial rates raised for the relief of the poor; every inhabitant ought to become a guardian of this public purse; by which, every one who has any sense of shame, will feel a far greater degree of reluctance, than at present, to feed his idleness on the industry of his neighbour; and the industrious and temperate will become vigilant sentinels, and checks upon the idle and profligate.

In the present day, all feeling of shame, in becoming parish paupers, seems to be nearly gone; but what remains, ought to be cherished by every mean that can be devised; and there are many descriptions of parish paupers, both male and female, who ought to be obliged to wear a badge of notorious discrimination, which might perhaps bring a blush upon the face, that with bold impudence now duns a vestry, and beards a parish officer. Parishes appear to be regarded by the idle and profligate as their lawful prey; as their natural inheritance. What a broad way have parochial rates, and the mal-administration of the poor laws, paved to the devouring abyss of immorality: how fearfully has it been crowded of late years: behold how it is now thronged: see what gin-shops and pot-houses swarm upon its borders: hear the songs of drunkards and the noise of violence coming thence: see what numbers issue from those haunts of vice, hurrying on to the abyss: mark the sottish indifference and stupidity of thousands; the impudent perverseness and lawless demeanour of thousands more: observe their wives and children feeding on the industrious and sober: cursed effect of the arbitrary imposition of poor-rates, and their worse than ignorant application.

Awake, ye British Legislators; and ye who direct the councils of the nation, it is high time for all to awake. Is not the practical effects of the present system of poor-laws before you? Instead of being, as at first designed, the beneficent protectors of the *innocent*, *helpless*, and *destitute only*; through their mal-administration, they are become the parents of profligacy and vice; the encouragers of thoughtless extravagance and immorality; the plague of the nation; the rioters upon her industry; and the continual infesters of her prosperity and peace.

Until this system (become highly disgraceful and iniquitous) shall be changed, what has the nation to look to, but oppression from that quarter? Until profligate and idle pauperism shall have SHAME branded upon its forehead, and the door of mistaken and misnamed charity be shut against it, what hope can the virtuous and industrious entertain of being secured against its depredations?

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* B. C. vol. xxxiii. p. 116.

Let all ranks open their eyes and look upon this alarming national evil, that they may behold it aright. Let all denominations of Reformers *here* cry out mightily for reform. Here is a tangible subject, obvious to every one who chooses to look on it; not covered with obscurity and darkness; no dream of the imagination; but a pest that visits every decent habitation with its exorbitant demands. Is it not then time for all the property in the nation to arise and make a stand against the destroying inroads of idle and vagabond pauperism? Is it not time for the wisdom of the nation to devise, and execute without delay, plans that shall raise an impassable barrier between idleness, profligacy, heedless extravagance; and the gains of industry, the property acquired by toil and virtuous habits.

The mania of pauperism has extended its baneful influences so widely, that while the sword of justice has been slumbering, and the laws of the land enacted to prevent the epidemic from spreading, have, for this reason, in a great degree become obsolete, that it has not only unresisted, trodden upon some parishes, and more or less oppressed all, but has also covered the land with its usurpations, its swindling tales and unblushing falsehoods; and has even infected some of those who are pensioned by their country for disabilities received in her service.

In a county, some distance from the metropolis, a soldier who had lost his eye-sight in Egypt, and received a pension for the same, was strolling about as a rogue and vagabond, singing a doleful story along the streets, while his wife, as busy as a bee, was gathering contributions from door to door; and when remonstrated with on the idleness and injustice of the act, pretended they were only going to *his parish*. So great was their success, that in one small town they levied fifteen shillings in the course of the day, and in the evening the son of Mars got so drunk, that he was carried from a *public house* to his lodgings, and half a gallon of beer sent after him, that he and his spouse might have the other bout before resigning themselves into the arms of Morpheus. But who may not have witnessed scenes of a similar description in various parts of the kingdom? How many impostors have been suffered to stroll about the country, under the characters of soldiers and sailors, who have pretended to be wounded in battles that they never saw, and even that never were fought; and who ought to have been arrested in their career, and sent to the House of Correction, had the magistracy of the land been diligent in the execution of its duty. But there is no occasion to go out of the metropolis to give examples of impostors being suffered to range at large and practise their arts of fraud and deception; not many years have passed, since one of the number, arrayed in a lieutenant of the navy's *full dress uniform*, with a green shade over his eyes, and something in his mouth to give his spittle the appearance of being mixed with blood, used to levy considerable contributions in the neighbourhood of Portland-square, where he was encountered by one of the cloth, and made his escape while the real officer was in search of a constable to have him apprehended. The police of the country is certainly in a very low state, and calls aloud for organization and energy.

Those receptacles and nurseries of vice and profligacy, called public-houses and gin-shops, ought to be put under another kind of discipline than

at present; and more than one-half of them swept away for ever. Nor ought it to be in the power of the magistracy of the land to increase their number at pleasure; which ought to be limited to a certain number of inhabitants. Thus in a town containing two thousand inhabitants, where perhaps *twenty* may be found at present, the interests of society, the dictates of sound policy, and the precepts of religion, might deem *four* quite sufficient for every *reasonable accommodation*, by being properly situated with respect to the population. If through the land one were only allowed to every *five hundred* inhabitants, where the population was in some degree scattered, and one to every thousand or fifteen hundred, in crowded cities, what a blessing might not the reduction of so many haunts of profligacy prove to the country?

Surely no one will step forward and say, this would affect the revenue. What revenue?—What minister could desire a source of revenue from the profligacy of the inhabitants of the land? What minister would desire to sanction so dangerous a contamination of morals? One that must lead to a deterioration of the revenue, by encouraging immorality, and thus becoming a burthen upon the resources of industry.

Can the blessing of God be expected to accompany any revenue drawn from the contempt and violation of his laws?

The subject is so copious and interesting, that, were it not, in some degree, foreign to the spirit of the Naval Chronicle, I certainly should be inclined to take a wider range in this field of political confusion; where evil and immoral customs, where ignorance, under the sanction of law, have been suffered to deface the fairest institutions; and to disgrace the works of beneficence and mercy.

The termination of a long and arduous contest, by which the energies of the British nation were called forth to a degree hitherto unparalleled, in order to resist and repel the attacks of an inveterate and formidable enemy, elated by conquest, impatient of control, thirsting for universal dominion, and ardently desiring the overthrow and subjugation of these realms: the termination of this fearful conflict, while it has covered the British arms with unfading glory, and borne her fame to the remotest regions of the earth, must necessarily have thrown out of employ great numbers of those engaged in a warfare so extended and ardent; not only of those in arms, whether on sea or land; but also those employed in various ways, preparing for the calls of a war that made Europe tremble through all her regions, and agitated the remotest quarters of the globe.

The number discharged from the army and navy cannot be reckoned less than *three hundred thousand*, nor those discharged from other employment, furnished by government, at a less number; making together *six hundred thousand men*. When to this is added the stagnation of commerce, by the channels open during the war being suddenly stopped, or dried up; any mind that dispassionately reflects on these things, will perceive cause enough for the exhausted and intricate state of the country, without finding the least necessity of resorting to factitious assertions, and false conclusions, founded on a partial view of the subject.

To dispose of the excess of population in such a manner as may prove

beneficial to the country, and open a door of hope to those *willing to labour*, but can find no employment, certainly demands the serious and immediate attention of government, and of the legislative assemblies of the nation.

It has long been agreed, by men of information and of sound judgment, that the shoals of fish by which the island of Great Britain is surrounded, undoubtedly might be made, under proper management, an inexhaustible source of national wealth.

The wonder is, how the nation and her government have been so long indifferent to this important fact; apparently, because at our own doors; while they have been indefatigable in searching for different sources of commerce, the advantages of which might be very doubtful; or might lead to national controversy and resentment.

Is not the present a proper time? a time highly favourable for entering upon an undertaking that offers such national advantages? How many inured to a seafaring life would gladly embrace the opportunity of devoting themselves to this employment? And their offspring, under a proper system of encouragement, would become one grand source for manning the British navy with her home-born sons, accustomed to toils, tempests, and waves, from their infancy. If ever this should be the case, and why should it not? O, make them feel they are dear to their country; that she is more sensible of their deserts than the hapless generations who have gone before them; who, covering themselves and their country with glory, have been left to perish unassisted in the blaze; or have been compelled to flee from it, to seek a piece of bread; perhaps amongst the nations whose arms they had sullied in deeds of war. And can the Lords of the soil of this island grudge assistance to those who have preserved to them and their posterity immense patrimonies in Britain?—If not; why the continual goading of government to reduce and disband that force by which they have been preserved, even to an alarming degree, and expose the country to insult? If not; why that hurry of emigration to a land whose inhabitants would have destroyed them, and swallowed up their inheritance? Because they can live *cheaper*, and evade paying *taxes* to *support that government* under whose *paternal wings* they were *protected from utter destruction*. And do such lay claim to the name of Patriot? O yes, in words. Let them then prove this by deeds: or let their *inheritance answer for them* in support of the county that produces to the owners such large revenues. This is but just and equitable.

There is wealth enough in the country to establish different fisheries in the most eligible situations, according to their nature, which, under proper management and regulations, might prove highly advantageous to those engaged. If the Dutch reaped such advantages, why may not this country? A proper system appears to be all that is wanting.

Another resource offers itself for a redundancy of population, and that is emigration. But this, to prove a lasting benefit to the country, ought to be formed and consolidated under a wise system of legislation, that looked into the probabilities of futurity, through the aid of the reflector of past events. Into this colony, on no account whatever ought entrance to be given to transported convicts; or suspicious characters, that might tamper

with their fidelity and morals; no disaffected characters, that carry in their hearts the fire of sedition, and long to set all around them in a blaze. No visionary Reformers, who have not taken "the beam out of their own eyes," therefore cannot see "to take the mote out of their neighbours' eyes;" whose visions, the offspring of intolerable pride and conceit, setting all experience at defiance, would break asunder the frame of society, and plunge the nation into the raging gulph of anarchy and confusion; where, *even they* and *their visions* would perish.

No such characters ought to be admitted into a colony, whose basis is to be industry, peace, and contentment. The parent state ought to nurse them with tender care; provide duly for their moral wants; be solicitous in having them guided in the way that leads to the mansions of eternal peace; and as such a colony grew up, it would amply repay the mother country for all her parental care.

She ought to be particularly anxious to form their code of legislation not only simple, but consonant to common sense; and in no manner opposing its magisterial front to the principles of eternal justice.

The scale of right and wrong ought therefore to be defined, so as to be perceptible to every common capacity; nor ought it in any manner to be left to opinion; so that it may be this to-day, and that to-morrow.

Her own experience will easily make her perceive the imperious necessity of making the door of justice accessible to the meanest inhabitant; in no manner barred up by the expense of process; but inviting the oppressed to come and find redress.

The courts assembled to administer justice, ought to be taught to blush, and to be filled with indignation, at any attempt of flippancy and effrontery, to pervert, or hoodwink, the cause of truth, and to acquit the guilty.

It may be asked, where is the region in which Great Britain can establish a colony without transgressing upon the rights of the natives, without exposing it to the violence and aggression of its neighbours? Where is the happy region in which part of her population can find an asylum, where the balmy air of peace may breathe upon its inhabitants; where noisy strife and contention shall find no place of rest; but where brotherly kindness shall dwell, and offices of friendship shall shed their benign influences, refreshing as the genial dews of heaven? It has frequently of late been named in different periodical publications: that region where the thinly spread tribes have wandered about in miserable stupidity, amidst an uncultivated soil; but to which, men have directed their course, whose hearts were warmed with the genuine principles of the Gospel of Peace: in these dreary regions of ignorance and misery, they have displayed the standard of the Cross, and sounded the trumpet of invitation to the inhabitants perishing for want of spiritual knowledge and instruction; covered with dreary darkness and the shadow of death; ignorant as the beasts of the field. Yet to the sound these miserable turned and gave ear; they drew near and listened; a ray of light from on high penetrated the mind; the heathen has become a Christian; the savage has become civilized. The face of nature has put on another appearance. Where nothing could be seen but wilds and thickets and forests, the comfortable dwelling has

arisen, and cultivation spread around. Where nothing could be heard but the howlings of savages, and beasts of prey, the song of industry, the hum of society, spreads around; and the voice of thanksgiving and praise ascends to Him who sits on the throne of the universe; to the Saviour who came to redeem the perishing and miserable sons of men.

Here is the region, within the Empire of Britain, that invites her to strengthen her dominion by prudent emigration and wise legislation. Here the roaming tribes invite her to come with instructors in the art of civilization, in the ways of righteousness and peace. Here the uncultivated soil offers itself to the hands of industry; here thousands of acres can be obtained at a trifling expense, without violating the rights or desires of the natives.*

The strengthening and extending of the colony of the Cape of Good Hope, offers incalculable advantages to Great Britain. There the vine might be cultivated to any extent; and no doubt a proper soil found for all kinds desirable for the sick and afflicted, as well as for the comforts of those in health; and even for the banquets of the luxurious.

Is not this fact worthy of the attention of government? Is it worthy of the meditation of the most sagacious politicans, and the wisest legislators? What a view does it open of reciprocal advantages? The manufactures of Great Britain exchanged, *within her own empire*, for the wholesome, *unadulterated*, and grateful juice of the vine; obtained at an easy rate; and not at a price that becomes a prohibition, not only to the poor and afflicted, but also to thousands in more decent circumstances.

Could a million and a half be better applied by government, than in laying the foundation for obtaining an object, not only highly desirable to the nation, but also fraught with the most important political consequences? It would not only relieve from much present national embarrassment, occasioned by an excess of population that can obtain no employment; but would also gradually increase the strength and independence of the British Empire. The mutual wants of its distant parts maintaining an extended and important commerce, independent of all foreign nations.

But, Sir, I have already so far exceeded my first intentions in this letter, that I must here close.

Arion.

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* The Rev. ——— Campbell says, that he could have had a grant of thousands of acres for a hogshead of tobacco. The Missionaries in the South of Africa have not only opened a door for the extending of Christianity and civilization, in regions hitherto covered with ignorance, darkness, and wretchedness, but also for extending the British Empire; this might prove a reciprocal blessing between the southern regions of Africa and Great Britain.

On Sir Charles Pole's Merits.

MR. EDITOR, *June 5th*, 1817.

IN a former letter,* I adverted to the unmerited neglect which had been allowed to drive into retirement, and to continue there, one of the greatest naval officers Britain's glorious annals can boast of; I allude to that gallant and veteran son of the ocean, Admiral William Cornwallis, who has certainly not received from his country, or its government, the *same measure* of reward as many officers whom I could name, who are far inferior to him in the great qualifications of a naval commander. My present object (and I think it is a proper one), is to lay before your naval readers the great and no less modest merits of a worthy naval Baronet, Sir Charles Pole,† whose various professional and public services *well* entitle him to that high and respectable character which he so justly bears in the world; and whose indefatigable and zealous efforts in supporting the rights, and redressing the grievances still existing in the naval system, deserve the gratitude and thanks of his professional brethren of all ranks.

This gallant officer had once the honour of a seat at the Admiralty Board, under the present Earl Grey, where unfortunately he continued for a few months only; but during that period, he had the gratification of suggesting, and seeing those wise and judicious measure adopted; *viz.* the increasing the petty officers of the navy; of procuring a small addition to the pay of all ranks; and of increasing the superannuation lists (still, I think, too limited). During the period he was Chairman of the Board of Naval Inquiry, it is well known his services were of the most eminently useful description; and that the admirable reports of that Board *were*, and I hope *will* continue to be, attended with the best effects to the naval service: it pointed out a multitude of abuses, many of which have been redressed, at least in part; I believe, however, much still remains to be done, relative to the proper and more effective constitution of *our Prize Courts;* but this is not the fault of Sir Charles Pole; for all who read the reports of the Board of Naval Inquiry, must be satisfied, that these events must, sooner or later, be put upon an entirely new footing; and I think *that* Board of Admiralty which shall clear out *this* Augean Stable, will deserve well of the navy, and well of its country. What better time than the present can arise? It has been often matter of just surprise and regret to the people of England, that when a change of administration took place, instantly the whole subordinate officers, Lords of the Treasury, Admiralty, &c. were all at once invariably swept off, and a new generation arose in their stead. Such changes were in general attended with the worst possible consequences to the respective services, as the new men of office must for some time have been entire strangers to the duties of their offices; and in the Admiralty, especially, this deficiency of official information and knowledge, must, in times of war and difficulty, ever be attended with the most prejudicial effects. It unquestionably requires *time*, and *attention*, for a member of

* *Vide* page 55 of the present Volume.

† For a portrait and memoir of Sir Charles Pole, *vide* vol. xxi. p. 265.

that Board to be able to discharge his duty to the country, and to the service, in an efficient manner. It is, therefore, I conceive, matter of deep regret, indeed, that Sir Charles has not again been called to preside, or to assist, at that Board; high as the characters of several naval members presently composing it, stand, they must at least yield to this worthy man *in experience*; for the constant object of *his* labours has been to improve the service, and to do all in his power to promote its good; in this most honorable and most useful walk of life, he has not trodden a turnpike road; has he scrambled over *hedges* and *ditches*, through *brambles* and *briers*; yet he has never deviated from the object of his anxiety; he has kept the improvement of the navy, and of our naval system, uniformly in view; and up to the present hour remains indefatigable and persevering at his post. To Sir Charles Pole, then, the naval profession, no less than his country, owes *much*; he has not, it is true, been *always successful*, but he has been, in general, *right in his opinions*; and the naval debates in the House of Commons relative to Greenwich Hospital, the Naval Asylum, naval lords of the Admiralty, widows' pensions, payment of Greenwich pensioners at their own homes, &c. &c. testify what he wished to have done, and what unquestionably ought to have been done, at his suggestion, as frequently has been done soon afterwards by the Board itself, through its secretary, Mr. Croker; although at the time Sir Charles brought his motions forward, they resisted them, as *unnecessary*. I have here in my eye his recommendation of putting the pensions to officers' widows, who lost their husbands in the beginning of the revolutionary war, on the same footing as those who lost them during the last. Mrs. Captain Harvey is the lady he particularly instanced, and a stronger and clearer case could not be mentioned. I am happy to observe the secretary is convinced, after taking twelve months to think of it, that Sir Charles's recommendation was right.

I would therefore beg leave to hold up the example of this excellent man, and independent officer and member of Parliament, as a safe and fit one for all young officers possessing seats in the House of Commons: let them, like him, devote their time and their talents to promote, as far as they can, the good of that service to which they belong, and of that country which they serve; they can do so equally in the House, as on board ship, and prove themselves the friends of their brethren of the ocean, of those gallant men, who have, like themselves, fought the battles of their country, and who rely on their exertions in Parliament to defend their common rights, and to advocate their humble claims. Such, then, has been the exertions of Sir Charles Pole in behalf of seamen, and of the naval service; and although my opinion has not always entirely coincided with his, on professional improvements, I am quite satisfied that great experience, and the most pure motives, have invariably influenced his judgment; and that my own, although equally disinterested, are only in general more ardent and sanguine. Of him, I will say no more, than that "*Virtus sola nobilitas.*" I am, &c.

Albion.

Historical Account of the Rise of the British Navy to the Command of the Ocean.

Letter I.

MR. EDITOR,

THE history of the whole world offers no example of any maritime power capable of being compared with that of Great Britain. Long before England, have we seen other nations covering both neighbouring and distant oceans with their fleets; and she has only succeeded, after a long and obstinate contest, and after incredible efforts, kept up for more than two centuries, in establishing that pre-eminence, which she at present possesses on the vast empire of the ocean.

From the accounts of the earliest historians we learn, that navigation made its first efforts in the Mediterranean, and the Arabian Sea, under the Greeks, Phœnicians, Egyptians, and Arabs; the latter of whose navigation was by far the most extensive. The Normans about this time had the command of the Northern Seas; they spread terror over the Baltic, and German Ocean, and their commercial rapacity carried them as far even as the Atlantic and Frozen Oceans. The Crusades, however, gave a different turn to naval affairs. The maritime states of Italy, Venice, and Genoa, soon took precedence of the Arabs, whom the Turks had lately very much weakened. These two republics well knew how to take advantage of the opportunity which the passage of the Crusades afforded them, to increase their commerce. The Venetians and Genoese having assisted at the taking of Constantinople in 1204, they were not remiss in acquiring great possessions, and in forming considerable establishments in Greece as well as in the Archipelago. The Genoese established themselves also in the peninsula of the Krimea: they possessed one of the suburbs near Constantinople, named Péra. During a short time, these two powers found a great rival in Pisa. Venice was about this time blockaded by a Genoese fleet of 70 gallies, with 20,000 men on board; but Pisani came to the assistance of his country, and reduced his enemies to the greatest distress. From this period Venice became the most considerable naval power in the Mediterranean. From 1342, it was she who furnished all Europe with the produce of India, which she transported across Egypt and Syria. During the 15th century, the Venetians employed 3,000 vessels, manned by 17,000 men, besides 300 men of war, including 145 gallies: their land and naval forces amounted to 90,000 men: their wise administration protected them for a long time against the civil broils which their ancient rivals the Genoese were constantly fomenting amongst them, in order to induce them to seek the protection of France, which protection proved in the end more oppressive and destructive, than their intestine divisions.

But both the Genoese and Venetians soon perceived, that the whole of their commerce was now destroyed, by the different channels which navigation had lately taken on account of the new route to India, which had then been discovered by the Portuguese.

It was for this purpose that Prince Henry of Portugal sent so many ships of discovery on the western coast of Africa, between the years 1432 and

1463. These researches ended by leading the Portuguese as far as the Cape of Good Hope, and from thence up the Eastern coast as far as Zanquebar. Some Arabian navigators taught them the route of the Malabar coast; and the Portuguese extended their knowledge with so much success over the southern parts of the East Indies, that they reached not only the Moluccas, but penetrated also as far as China and Japan. It was then for the Portuguese to furnish Europe with Indian commodities. By establishing themselves in Brazil, they completely secured their maritime power. Their rivals were the Spaniards, to whom navigation, by the discovery of America, owed a far greater sphere of activity. The cities of Lower Germany had already taken a part, important to the Venetians; German and Dutch fleets sailing from the coasts of the Northern Seas, had crossed the Atlantic and Mediterranean, in transporting German crusades into Syria. Nevertheless, the naval superiority of the Venetians and Genoese confined them to the Baltic and German Ocean, all that remained to them were the commissions of merchandise which the Italians left them. This became an abundant source of riches for several cities of Brabant and Germany; namely, Nuremberg, Augsburg, Brunswick, Cologne, Antwerp, and Bruges. The maritime towns of the Baltic and German Sea carried on also a considerable trade in the exportation of grain, and their manufactures. Towards 1250, two of them; *viz.* Lubeck and Hamburgh, formed an alliance with several other commercial places, under the name of the Hanseatic Confederacy, in order to protect themselves against pirates, banditti, &c. Brunswick, Bremen, and Rostock, were the first towns which acceded to it. The Hanseatic Confederacy, in the short space of 25 years, included all the commercial cities from Livonia to the Lower Rhine. The 85 cities which composed this society were divided into four parts: 1st, that of the Baltic; 2d, of Prussia; 3d, of Saxony; 4th, of the West. The capitals of which were, Lubeck, Dantzic, Brunswick, and Cologne. The company also had establishments for the management of their foreign affairs, at Nowogorod, Bergen, London, and Bruges.

The Hanseatic Confederacy exercised a most despotic power; for instance—One of the articles of their constitution prohibited all Hanseatic merchants from selling ships to foreigners, that no goods or merchandise should be imported on board any vessel which did not appertain to the Confederacy; and that all foreign vessels in the corn trade should be shut out from the Baltic, the Elbe, and the Weser. The Hans Towns had succeeded in procuring most important privileges, not only in Russia, Denmark, and Sweden, but also in England. Their merchants became the corn merchants and factors of the Northern Powers; and they were on many instances observed to take advantage of this circumstance, in order to take a part in the political affairs of those countries, where their influence was so great, that they may be said to have held Sweden and Denmark in dependence. In short, they were then, what the English are at present. But those prosperous days at length forsook the Confederacy, never more to return. As this union had been formed during the time when princes possessed but a very limited and dubious authority over their states, the Confederacy was soon weakened when these princes increased their

power; on which occasion they separated those towns situated within their respective territories from the union. Independent of the defection of a great number of towns, the new course of commerce, occasioned by the discovery of a new passage to the East Indies, and also by the discovery of America, soon excluded the towns on the Baltic from the advantage of being able to participate in the navigation of the Atlantic and Mediterranean. Whilst, on the contrary, the cities of the Low Countries then under the Spanish dominion, took a very active and profitable part in it. Antwerp, situated on the Scheld, with a population of upwards of 100,000 inhabitants, was for the space of more than fifty years the most considerable town in all Europe, as far as regarded trade and commerce. It was there that all the precious productions of Arabia, Persia, and the East and West Indies, were exchanged for the merchandise of Brabant, Flanders, and the Hans Towns. It was by no means uncommon to see from 200 to 250 ships in its harbour at once. And who could believe, that the impolitic and merciless conduct of the Spaniards gave the death-blow to so extensive and flourishing a commerce? Here, then, is another commercial city, of the first class, totally sunk into obscurity, after such very great successes! Every person must remember the insurrection of Brabant against the oppressive Philip II. On the 4th November, 1576, the garrison of the citadel of Antwerp, driven to extremities by the want of money and provision, began to plunder and insult the inhabitants. To add to the misfortune, a fire burnt to ashes the superb town-house, together with 4 or 500 houses. The Scheldt was shut up, and the first houses of commerce determined to quit Antwerp, and to seek an asylum against the Spaniards, at Amsterdam. The Dutch then, in their turn, possessed the navigation of the Scheldt in the place of their brethren of the Catholic Low Countries.

The Spanish government had continued for too long a time the re-opening of the Scheldt. The Dutch took advantage of this, in order to wrest from Antwerp the free navigation of that river. At last the Spanish government found out her fault, and exerted all her efforts to diminish the evil, but was prevented by the jealousy of the English; for at the treaty of peace of Westphalia, Spain was forced to grant to the United Provinces the shutting of the Scheldt.

The East India Company belonging to this Republic, took advantage of the union of Spain and Portugal, to take from her the islands in the Sound, and especially Java. The Dutch also contributed to drive the Portuguese from Japan. It was thus that the Portuguese, having become subject to Spain, lost the empire of the sea, which they had held for 150 years; they were obliged to surrender it to Holland, who, in her turn, saw England disputing with her this tyrannical dominion. The English suffered for a long time from the superiority of the Hans Towns: they were for a length of time unavoidably compelled to receive certain necessaries from these towns. It is true, that since 1382, a period at which a great number of clothiers having left Lœwen, a town in Brabant, on account of discontentment, had found a very favorable reception from the English: there had been a great quantity of cloth manufactured in England, who, however, as yet, could not dispense with the iron and steel of Germany. Their know-

ledge in navigation was then so very limited, that they were obliged to learn the art of ship-building from other nations, especially from the Italians and Dutch. During the reign of Henry VII. the English navy was under the direction of the Cabots, Venetians by birth, and who had discovered the N.E. coast of North America. It was only in the reign of the illustrious Elizabeth, that the naval forces of Britain began to distinguish themselves. Their navy amounted then only to 28 sail, the largest of which were, however, not larger than the present frigates, employing 14,000 men. How were they to contend, with this small force, against the formidable power of Philip II.? Elizabeth had furnished the Low Countries both with men and money, in their insurrection against the King of Spain. Her admiral, the celebrated Francis Drake,* had destroyed the Spanish settlements in America. In 1586, he burnt upwards of 100 ships at Cadiz, loaded with sea and land stores; during which time, Cavendish was also employed in cruising on the Spanish coasts of Peru, Chili, and Mexico, where he took 19 Spanish vessels. The haughty Philip was not willing to let these insults, from a contemptible maritime power, pass away with impunity; in consequence of which he equipped a fleet, which he called the Invincible! it was composed of 130 ships of war, and 30 transports, mounting 2630 large cannon, and upwards of 30,000 sailors and soldiers: this armament cost him 60,000,000 of dollars. Where now were the means to oppose this formidable fleet? The maritime towns which Elizabeth called out to the defence of the country, evinced so great a zeal, that, amongst others, the City of London equipped 30 vessels, instead of 15, with which she had engaged to furnish government.

(To be continued.)

Juvenal.

On Promotion.

16th June, 1817.

MR. EDITOR,

AMONGST the many excellent remarks of your Correspondents, none have pleased me more (as none can be more just) than those of "A Friend to Naval Merit," relative to the promotion of old and meritorious officers in the navy. I hope, indeed, this subject will be now properly considered by the Board of Admiralty. Allow me, therefore, to observe, that it appears to me not not only a very *neglectful*, but quite an *astonishing omission*, that at this very day, many officers who fought in our great naval actions, *still* remain unpromoted; it is true the *first* lieutenants were *made*, but the others † did their duty, and contributed to the victory, as well as they. Why, I ask, were these allowed to remain until now, unnoticed and unknown; were their *annual* promotions, in honour of Trafalgar's proud day, and other glorious actions, perhaps as brilliant, although on a less scale, so many meritorious officers would not now com-

* For portrait of Sir Francis Drake, and his memoir, as written by Dr. Samuel Johnson, see N. C. vol. xxix, p. 1.

† Who should have then been noted for promotion, as soon afterwards as possible.

plain of neglect unmerited, and hard to bear. Even after Trafalgar, the second lieutenants of the Mars and Bellerophon, who lost their captains, Duff and Cooke, were not included, although the first were posted; it was years after before the second of the Bellerophon, the present Captain D. Scott, got his rank, and the other is perhaps still a lieutenant. These things surely require to be *overhauled.*—Again—I believe there was no promotion whatever after Sir Robert Calder's *victory*—such it is *now allowed* to be; ought not the promotion to follow! I throw out these hints, in hopes they may meet the eyes of our naval members of the Admiralty Board.

A Friend to Valour.

On our Civil and Marine Laws.

THE SUBSTANCE OF A LETTER

TO THE RIGHT HONOURABLE SIR WILLIAM SCOTT.

SIR,

I TAKE the liberty to send you the enclosed; and to solicit your attention to what I have published on the subject of impressment, and on our marine system generally, but particularly to the postcript attached to my second letter addressed to Lord Melville, as also my remarks on the Trinity Corporation.

A cause was lately before you at the Old Bailey, in which I prosecuted a man of the name of Langshaw, for deserting, and taking away a boat from the ship Dominica, lying at Roseau, in Dominica, and for selling her at the island of St. Vincent's, for 50 dollars; yet, although perfectly convinced of this fact, I could not bring forward evidence to prove it. I was induced to prosecute this man for the public good, and as an example to others; believing that his guilt was so clear, that he would have undergone some punishment for the offence. The decision of the jury, however just, I am sorry to say, not only hereafter renders insecure the property of the ship owner, but subjects the vessel and cargo to all the evils that may arise from the want of boats, where they cannot be replaced; but it will also tend to injure the moral conduct of our seamen towards their employers.

I hope you will excuse my presumption in offering to you an opinion on the laws of our country, which I cannot refrain to make on this occasion. It is a reflection on our jurisprudence, that the first maritime nation in the world should have no code of laws and regulations particularly adapted for the guidance and good rule of merchant seamen, although they are, and ever have been, the foundation of all our maritime greatness. To this deficiency may be attributed the want of good morals and regularity in the conduct of our seamen, as well as many of those evils too often brought before you in your judicial capacity.

The improvements in our civil and military laws, by which they have acquired the perfection they now possess, have been suggested from time

to time by civil and military men; and hence may we not fairly suppose, that if the same attention was given to nautical affairs, that there are nautical men to be found capable of proposing wise and salutary regulations for the benefit of the moral conduct and good order of seamen, in an equal degree with those who have framed laws for other purposes.

I am even tempted to believe that my practical experience in nautical concerns, and with that class of men, would enable me to offer some remarks that you might deem worthy your attention, and when combined with your profound judgment, might enable you to lay the foundation of a code of marine law, that will not only tend to improve the moral conduct and regularity of our seamen, but prove of the very first utility to this country in all its maritime concerns.

Whenever you may please to listen, I am ready to *suggest;* but whether you may incline to listen to me or not, I will venture to assert, that the desirable object to which I have alluded can only be accomplished by consulting men of superior talent, and long experience in nautical affairs.

Be assured, Sir, I have no selfish object in view by addressing you in this manner; the good of my country, and the welfare of British seamen, is my only desire; and the best reference I can offer you to form an opinion how far I may be equal to what I propose, are the remarks I have made on nautical discipline in my two first letters, a subject which you perhaps never before saw defined in the same manner; and although of the very first importance in command, I am sorry to say, has never yet been considered a necessary study for young men intended to act as officers. What evils have arisen from the want of proper attention towards it!

With much respect, I am, Sir,
Your most obedient servant,

Lloyd's Coffee-House,
30th November, 1816.

Thos. Urquhart

On a Fixed System of Command.

MR. EDITOR, *14th June*, 1817.

IN former letters, I have endeavoured to point out the evident necessity which appears to exist, for the Board of Admiralty turning its serious attention to this subject; *viz. that of a fixed system of command throughout the navy;* and I trust my former arguments in support of such a system, have not entirely failed of producing conviction on the minds of those with whom the adoption of such an highly important, and I humbly conceive useful, measure rests. Since my first suggestion on this subject was given, you have, Mr. Editor, received *many* communications, and inserted *not a few, detailing* and *reprobating* in the strongest terms the infliction of punishments, at the order of men, very frequently, of *great inexperience*, and of *no humanity.* Several of these; *viz.* Mentor, Candidus, Triton, Veritas,* &c. have pointed out, in the strongest and most forcible terms also, the

* Vide vol. xxxvi. pp. 33, 218, 219, 384, 387, 468.

inexpediency as well as the cruelty of many practices carried on and persisted in, in our men of war, at which humanity revolts; and it becomes naturally a question—Are these things practised in *every* ship? The answer is, *certainly not;* in many ships, commanded *by our very best officers* (known to be such, although *not Martinets*), the discipline and duty is maintained and carried on in a very different manner; with little severity, no *unnecessary* punishment, and that weighed out in proportion to the offence, and the *character* of the delinquent, after due consideration and inquiry. If this is the case (and it is undeniably so), I ask, if it is not *the duty of our naval rulers* to take care that men of *less principle* and *humanity* should not possess *the power of being tyrants;* and that by introducing a fixed and permanent system, from which they could not deviate without risk of a court martial, men of such dispositions should be *compelled* to adopt a better, and wiser system, by which their crews would be far more happy, become more attached to their officers, better and more active seamen, and much more ready to serve their country zealously and faithfully; by which, authority would be perfectly maintained, without tyranny, and the service be carried on and promoted by all parties, with much more satisfaction and alacrity. At present, every *two* captains have different systems, and different methods of carrying on duty; and a man accustomed to serve under one, finds, in being placed under another commander, that he must do every thing differently, and that he has a new system to learn: this, in my opinion, might also be easily remedied *by a fixed system,* and would do away the many evil consequences which arise from our *present variety;* they are sufficiently obvious, and having been already stated by other writers, I need not enlarge farther on them now. Suffice it to observe, that from all I have heard and read on this important subject, I am more and more confirmed in my opinion of its necessity, and confident of the good and beneficial effects which would result from its adoption; it would go very far to do away those *almost insurmountable objections,* those inveterate habits of aversion, which are well known to prevail amongst our seamen, against serving voluntarily in the royal navy. My humble opinion, Sir, is, that they are alone to be reclaimed, and restored when necessary, by now adopting a mild but firm system of government, which, if once generally established, would, I am persuaded, in ordinary wars, henceforth render the hateful system of impressment almost unnecessary, and I should rejoice to see it done away for ever.

Nestor.

ON THE UNDUE PREFERENCE OF THE ARMY TO THE NAVY.

MR. EDITOR, *London, 18th August, 1817.*

IN canvassing the conduct of those in power, I hope I shall by no means be thought an enemy to social order, the welfare of my country, or even, as taking a decidedly hostile part against the administration. Human nature is liable to err, too frequently with the best intentions! As it is more charitable to suppose another to be in the wrong through accident,

than by design; and as it is also more charitable, under such circumstances, to point out errors in a friendly way, than to attack the weaknesses of mankind, in the first instance, by reproof; so, upon this principle, allow me to say, that the interests of England, in as far at least as the navy is concerned, appears to me of late to have been somewhat neglected. Under this impression, I hope it is not too much for so humble an individual as myself, whose duty it is to judge of the future state of the weather, by the present, and former condition of the atmosphere, to give our maritime rulers and statesmen my opinion and amicable advice, with respect to the present system of naval administration. The neglect of naval interests has not only grown imperceptibly, I believe, upon the government of the country, but also, I am sorry to say, upon the people of the united empire, and even upon the officers of the navy themselves. For were not this the case, is it reasonable to suppose that ministers who, no doubt, must have the good of the three kingdoms at heart, and who conducted the nation, with no small ability, through a long, arduous, and triumphant war, would ever think of appointing, some time back, as First Lord of the Admiralty (and here I beg it may be considered, that I mean no disrespect either to the public or private character of the noble and distinguished individual alluded to), a Lieutenant-general of the Army? Were not this the case, would they not endeavour to fall upon some more appropriate method of rewarding the services and abilities of a noble lieutenant of dragoons, than by placing him over all the admirals of the navy? What would be thought if a vice-admiral, or a lieutenant of the navy, was made commander-in-chief of the army? Indeed, Sir, without supposing that such things had grown imperceptibly on the government, it would be difficult to account for the reason of not distributing medals to all naval officers who had deserved them; especially when we see that the very privates in the sister-service have some of them two and three; and that there are none of them but what have something to show for what they have done for the country; none of them who cannot show the honours they have reaped in the field; none of them who are not more ennobled than any one of our lieutenants, and, indeed, than many of our admirals. Or how shall we, otherwise, account for the Waterloo monument costing two hundred thousand pounds, while that of Trafalgar only cost one hundred thousand; although the parliament voted, I believe, an equal sum for both? By what other means shall we find out the reason of the Strand Bridge receiving the name of Waterloo, when, according to the TIMES newspaper, it was originally intended for the busts of naval officers? Nothing else than that, or very great partiality, can be given for placing one monument in London, and the other out of town. It may be said, however, that Greenwich is a more appropriate place for the navy, than London. Upon the same principle, Chelsea would be better for the other. But, as I said before, without an imperceptible and gradual change had taken place, not only in the Cabinet, but also in the minds of the people of England, and the officers of the service itself; I am persuaded that the ministers would

never have thought of altering the maritime part of English policy, which has always been to give an ascendancy to the marine.

Let me ask, if, in the scale of nations, the British Empire be a military, or a naval power? Can she enter into the field with the immense armies of Russia, Prussia, Austria, or those which France will, no doubt, be again able to raise? Does military policy not subject us to more useless ill-will amongst our neighbours, than that of our maritime superiority? And does the welfare of England depend upon that kind of warfare? The proudest title that Englishmen ever received was, perhaps, that of "Lords of the Sea." We have certainly conquered the whole world on that element, can we do so on land? What army, or what general; nay, what nation, with all her armies, with all her generals, ever conquered one half of the globe? I strongly doubt whether allied Europe, with all its wonderful science and military tactics, with all its great learning and experience, with all its new-invented Congreve-rockets, and instruments of terror, so familiar to the times we live in, would be able to carry fire and sword, death and destruction, over every other part of the habitable world. This much, at least, we may safely say, that it could never be accomplished without the assistance and active co-operation of a naval force. I cannot help, therefore, upon these grounds, maintaining, that if either side be entitled to superior consideration, it is that service, of late, so ill rewarded, with so few friends, and which stands so much in need of them; but which claims no superiority, which asks nothing but equality. And to this it seems to be entitled, when we consider, that even our battles on land depend upon those of the sea, which alone require the assistance of God, and the encouragement of the country. When we consider that every ship of war is a jewel in the crown of England, and a key to the door of every land. A fleet better to the King than a thousand Roman eagles. For while we possess the sovereignty of the ocean unimpaired, we hold the sceptre of the universe. "*Le Trident de Neptune est le Sceptre du Monde.*" When we lose it we may be conquered, but never while it remains. If we wish, then, to keep the glory of our arms entire, we must give the navy more encouragement. We must never allow any *new* favour to be given to one service, without allowing the same to the other. By which means, many requests will be obviated, much discontent avoided, and many pounds saved to the nation. For when it is once known, that no alteration can possibly take place without an enlargement of the whole scale, or establishment by sea and land, it will put a stop to those continual and tormenting demands for increase of pay, because one service is paid better or worse than the other. But I shall enlarge on this another time.

It only now remains for me to say a few words on another subject, still, however, connected with the navy; which is, that I am happy to perceive, by your last number, that my suggestion with respect to the clouds was thought, by your indefatigable, and let me add valuable Correspondent, N. A. G. worthy of consideration. Your Correspondent is indisputably a man of science; and were he intending the information for men of science *only*, his reference, as given in Volume xxxvii, page 174, would be

perfectly comprehensible to such a class of readers. But it must be recollected, that young gentlemen educated for the sea, have *too often* but little acquaintance with the sciences; are but little acquainted with *hard names*; and have, when on board, but little time for studying; that action *alone* is considered by many of them more necessary than latin; and that to make your Correspondent's nomenclature of the clouds of real service to the navy, nothing would, in my mind, answer better for adapting it to the capacities and understandings of the *rising part* (which I conceive to be the most important of the profession), than a copper-plate. Your Correspondent might, by this means, greatly assist in making the young gentlemen of the navy Meteorologists (or, as we should call it in our Office, in making them "*weather-wise*"), and thence lead to a more correct description of the weather in the logs and journals of men of war, thereby introducing more knowledge on the subject, which appears to me of such important consequences, as not to be disregarded.

I have given these reasons, to show that my last letter was not for the silly purpose of subscribing myself

A Clerk of the Weather-Office.

On the New Naval Regulations.

MR. EDITOR, *6th September*, 1817.

I HAVE perused with infinite satisfaction the New Naval Regulations, as contained in the Order of Council, recorded at page 138 of the present Volume; and I lose no time in bestowing that approbation on them to which I think they are entitled: in this approval, I am very hopeful I shall be cordially joined by most of the profession; for although I agree with Mr. Urquhart, that they embrace *only a part* of the defective system, yet what they have done appears to me to be so well and ably done, and the reasons for the change (which was indeed greatly wanted) have been so fully stated, that I do consider the conduct of the Admiralty and Navy Boards as entitled to the highest praise. Nor am I very much disappointed, that neither the *manning of our fleet by volunteers, nor a new and fixed system of command*, have yet been made public, as part of the new naval regulations, being quite aware of the difficulty, as well as importance, of altering the present ones, defective as they certainly are; but, Sir, that they must be altered, admits, I believe, of very little doubt, and I am truly happy to observe, that in framing the new regulations, the advice and opinions of eminent officers unconnected with the Board were asked, and acted upon. Whilst I certainly remain convinced, that the regulations *now* issued are incomplete, until accompanied by others relative to a fixed system of command, and to impressment, yet I think it will require a little time to bring this *second part* of the New Regulations to the same maturity as the first, now so happily completed: the Admiralty Board have given good earnest of what may be expected from them; and, in due time, I do hope

most sincerely to see our naval regulations amply revised, completed, and made as perfect as possible, to go hand in hand with the establishment of a new and durable navy—both will then remain the wonder, the admiration, and envy, of the world, which feels and knows that England's best bulwarks are her wooden walls.

Nestor.

HYDROGRAPHY, PILOTAGE, &c.

MR. HYDROGRAPHER, *Perthshire, 21st August, 1817.*

IN perusing the Naval Chronicle for March last, I observed under the head of HYDROGRAPHY, PILOTAGE, &c. some general remarks on winds, &c. Your friend who makes those remarks says,* "whirlwinds are sometimes occasioned by high uneven lands, when the wind is blowing strong, gusts from the mountains desend sometimes with a spiral or whirling motion upon the surface of the contiguous sea. But, the phenomenon generally known by the name of whirlwind, when seen upon land, and called a water-spout when it appears at sea, is generally attributed to an electrical effect; as it happens mostly in warm climates, when black clouds appear low in the atmosphere, which being highly charged with electric fluid, thunder or lightning is generally experienced with a whirlwind; and at sea, it is almost invariably accompanied by rain or hail.

"When a whirlwind or water-spout is observed forming at a small distance, a cone may be perceived to desend from a dense cloud in the form of a trumpet, with the small end downward; at the same time, the surface of the sea under it, ascends a little way in the form of steam or white vapour, from the centre of which, a small cone proceeds upwards, unites with that which projected from the cloud, and then the water-spout is completely formed," &c.

From perusing the above paragraphs, and those that immediately follow them, in your publication alluded to above, I see that the person making these remarks has been a traveller by sea; and that he takes as an hypothesis, that a Whirlwind and Water-spout is the same thing.

I have also been a traveller by sea, and have passed through most of the different climates on the globe, and often seen both phenomenons, for I take them to be very different in their nature and effects, as I shall state hereafter.

The Whirlwind; the appearance and effects of which, I recollect to have observed from an early age. Your friend says above, "that they mostly happen in warm climates, when black dense clouds appear low in the atmosphere."

I have been a good deal in warm climates, but I do not recollect ever to have seen a whirlwind in such a state of weather as he describes.

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* *Vide* Vol. xxxvii. p. 225.

They occur very frequently in this country, particularly in the months of March, April, and May, when the clouds are high, the sun shining, and the wind light. I have often seen in these months, three or four within as many hundred yards of each other, and did so this last spring. Their effects are, to raise up any light substance they may come in contact with on the surface of the ground, and to carry it up in a spiral motion, till it pass without its influence, then it falls to the ground again. I have also seen whirlwinds on the water, the most remarkable of which, occurred in the north of Ireland in the year 1786, and to the best of my recollection, in the latter end of April or beginning of May. The ship I belonged to (which was a thirty-six gun frigate), lay at anchor in Belfast Lough, off Banger-bay, the wind was blowing strong from the southward, the clouds were high and in quick motion, the sun shining through them at intervals, and the ship was riding to the flood tide with her side to the wind. The officers who were on deck said, when they first observed it over the land of the county of Down, it had the appearance of a huge pillar of dust, and on its approaching nearer, which it did with a rapid motion, they observed it to carry up to a considerable height many things it came in contact with. When it came on the water, it carried *it* up with such violence, that it seemed to be a pillar of spray. Its direction was towards our ship, its approach so rapid, and its appearance so terrific, that the officers stood in awful astonishment, doubtful of what might happen. It struck the ship exactly on the main-mast with such a force, that though the sails were all furled, and the yards pointing towards it, she heeled over about three strokes. The shock was so instantaneous, and the noise so tremendous, that every individual who was below run on deck immediately, among whom I was. When I got on the quarter-deck it was about two hundred yards to leeward, its appearance was that above described, about two hundred feet high, nearly of the same thickness all the height, say, about six or eight feet in diameter, but totally unconnected with the clouds above. It continued its course and appearance till it passed over the Lough, (which at that place is from eight to ten miles broad) and till it disappeared in the distance, over the land of the Isle of Mayo, which it did in a few minutes.

As to the effects of wind blowing over or round high land, I know of no place where they are more sensibly felt than in Gibraltar-bay when the wind is easterly, or in Table-bay, at the Cape of Good Hope, when the wind is off the Table mountain; but, I do not think they have the smallest affinity to a whirlwind.

The Water-spout: I shall now give the remarks I have made on the water-spout; but, that I must do with great diffidence, as I know these remarks, and the ideas I have formed of that phenomenon, are at variance with the generally-received theory, of its carrying the water up from the sea to the cloud; but I trust, I shall be able to state such facts, and from them to draw such conclusions, as will (if they do not convince any of your readers) at least induce some of the more scientific and liberal minded, to set about investigating the causes that produce that wonderful

phenomenon, and thereby ascertain its nature which I do not think is yet rightly understood.

Your friend says, "that when a water-spout is observed forming at a small distance, a cone may be perceived to descend from a dense cloud in the form of a trumpet with the small end downwards." Thus far he is correct, but what follows, according to the remarks I have made, is certainly not the true state of the case. I have seen many half formed water-spouts both at sea and on land, even in this country I have observed them three or four times, and were it the case that the water ascends, they never could happen on the land.

I shall now describe two which I saw in the West Indies from the same cloud, in the year 1796. I at that time belonged to a frigate, and was cruizing to windward of the Saints Islands. The day had been cloudy with some showers of rain and light winds, in the afternoon a very heavy cloud collected over the island of Guadaloupe, about four o'clock a light breeze sprung up, which drew the cloud off the island, it at the same time falling very low, and becoming exceeding dense; soon after, two or three flashes of lightning were seen in the cloud, after which rain began to fall, and two water-spouts began to form from the cloud as described in the paragraph quoted above; but without any appearance of a whirlwind, or circular motion in the water as mentioned by your friend. On the contrary, the water of the sea remained perfectly undisturbed, till the water from the cloud, through the forming water-spouts, began to fall, which I distinctly observed to commence in heavy rain, then in large detached masses such as bucket fulls; and, immediately after, the spouts in a body from five to six feet in diameter, came in contact with the surface of the sea, when they were both completely formed.

Our ship at this time was not more than a quarter of a mile from them, I distinctly saw the water falling, heard the noise it made in the sea, and saw the effect produced on the surface by it; of which any person may form a correct idea by taking a vessel containing any given quantity of water, let them hold the vessel about five or six feet high, and pour the water out of it into a river, a lake, or even a washing tub full of water, beginning by pouring so gently as to let the water fall only in detached particles, then increase the current till it forms one continued stream between the vessel poured from, and the surface on which it is falling; he will then see a water-spout in miniature, with this difference that from such a large body of water falling through such a space of atmospheric air, there are a number of small particles necessarily detached from the falling body; and these, by the re-action of the atmospheric air, form a kind of thick haze or atmosphere round it, which has the appearance of a curling and an ascending motion; and the transparent appearance in the centre, which your friend calls the vacant space, and likens to to a column of water seen at a distance, is in fact the water falling.

That water-spouts fall on the land, will, I think, be admitted, when the most extraordinary and partial floods that occur in the West India Islands, and other parts of the world, are considered. Instances of which, have happened in this country, that I am convinced could not be accounted

for otherwise, than by supposing them the effects of water-spouts; and to shew you that there are other people of the same opinion, I copy the following paragraph from the Dundee, Perth, and Cupar Advertiser, of the eighth instant. Cupar Fife.—"On Friday last, (the first instant) between two and three in the afternoon, this town was visited by a thunder storm of about an hour's continuance. It was attended by the singular phenomenon of a water-spout, which discharged itself on Tarvet-hill, over the north side of which it descended in a torrent on the adjacent fields, and these to a considerable extent were flooded. The violence of the torrent was such, that large stones were rolled along, deep trenches were formed, and from the ground over which it passed, every trace of vegetation has fled." Farvet-hill, is one of those dry eminences (of which there are many in Fife), from which in ordinary times there is no other current of water flowing, than what may arise from a casual spring on the side of the hill, and the north side of it is of such a form, as to render it impossible, that rain after having fallen on it, could be collected into such a body of water, as to produce the effects above described.

In stating the above facts, I have no other motive in view, than that of promoting the truth. If you think them worth a place in your Naval Chronicle it will gratify

An Old Stager.

*** We hope *an old Stager* will continue to favor us with his hydrographical remarks.

MR. HYDROGRAPHER. *East India House, 12th Sept.* 1817.

PERMIT me to present to you, a copy of a variation chart of the navigable globe between latitude 60° north and south, constructed on a new principle with much labour, by Mr. Thomas Yeates, of Crane-court, Fleet-street, who is well qualified for such an undertaking although he has never been at sea.

I think you will agree me, that it is a work which will be peculiarly useful and interesting to navigators, as well as to those who devote part of their time to the study of navigation; and it certainly reflects honour on its author, as well as on Mr. Walker the engraver, and is deserving of the patronage of a great maritime country like this, which I am happy to say it has been already honoured with, as the corporation of Trinity-house took 60 copies, and subscribed 100 guineas to defray in part the expense of engraving and publication; and the Court of East India Directors subscribed for 40 copies. I am decidedly of opinion, that no navigators (who have the charge of the lives and property of persons committed to them) ought to venture to sea without being in possession of one of these charts, the price of which is only 10*s.* 6*d.*

Your's very faithfully,

Jas Horsburgh

PLATE CCCCXCIII.

Pencross Castle, Ayrshire, Scotland.

THIS Castle is situated nearly opposite the Little Cambraes, in the Frith of Clyde, and is rendered remarkable by being the place where one of the ships of the Spanish Armada was wrecked in 1588.

Tradition reports this vessel to have been visited by a diver, and numerous are the stories of the riches he there saw; but preferring bulk to quality, he only succeeded in bringing up some of the guns belonging to the vessel, and one of which was lately to be seen lying in the spot as represented in the drawing; it is now removed farther up, but still remains in the vicinity, an object of attention to the curious.

In the distance is a representation of one of the steam-boats which during the summer months ply between Glasgow and Ardrosson.

OFFICIAL LETTERS OF JAMES DUKE OF YORK,

LORD HIGH ADMIRAL IN THE REIGN OF CHARLES II.

[Continued from page 52.]

GENTLEMEN, *St. James's, August 25th,* 1666.

I AM informed, that the slop-sellers of his Majesty's navy, by reason of their not having timely received such moneys as have been due unto them for clothes by them supplied to his Majesty's fleet, have not been able to furnish the seamen with clothes in so plentiful a manner from time to time, as their necessities have required, whereby his Majesty's service hath been prejudiced, and the health of the fleet much endangered: to the end that for the future, the seamen may be seasonably and sufficiently supplied with clothes, and the slop-sellers may be enabled to do it, by the timely receiving such moneys as shall grow due unto them, or in default thereof be left without excuse; I desire you will take care, that hereafter, upon the payment of his Majesty's ships, such moneys as shall appear upon the books to be due to the slop-sellers for clothes (being within the time to which such ships shall be paid), may be laid by as the pay, in such manner as I directed the moneys due to the Chest should be laid by, and duly paid unto the slop-sellers, or to such as they shall appoint to receive the same.

I am, your affectionate friend,

To the principal Officers, &c. *James.*

C.H. del.t

Pub.d 30 Sep.r 1817, by Joyce Gold, Naval Chronicle Office 103, Shoe Lane, London.

Bailey Sculp.t

PL. CCCCXCIII.

Pencross Castle, Ayrshire, Scotland.

GENTLEMEN, *December 16th*, 1666.

Having a little before the beginning of the present year, sent you several rules and directions concerning the signing of bills and payments of moneys, and being desirous to see what effects the method directed hath produced in this first year, wherein it hath been practised, I desire you will prepare and present unto me in the first week of January next, an account of what bills of the several sorts mentioned in your weekly accounts shall have been signed betwixt the first of January, 1665, and the first of January, 1666, and which of them appear to have been paid; as also an account of such returns as have been sent you from the treasurer of the navy, of moneys received and paid by him, within the time aforesaid; to the end that I may have a view of the debts of the navy, as far as such accounts can shew it. And in case in this year's experience, you have found any inconveniencies in the method directed for signing and payment of bills, which you judge fitting to be remedied, or that you can think of any farther supplement to the rules given, which may render them more conducing to the ends for which they were designed, I desire to receive your opinion therein, when you present me with the aforesaid accounts. I cannot omit also, upon this occasion, to remind you of putting in execution my late directions to you for passing the victuallers' and pursers' accounts, the speedy adjusting of which, I believe, may be of good advantage to the King's service.

I am, your affectionate friend,

To the principal Officers, &c. *James.*

GENTLEMEN, *February 1st*, 1666.

For the better and more effectually enabling the Lord Brounker to perform that part of the comptroller's office, which he is required by his Majesty's order, sitting in council, to execute, I desire you to give directions to the treasurer of the navy (in case you do not judge it to be sufficiently provided for by the rules for paying in course), that no bills be hereafter paid, until they have been first entered into the Lord Brounker's office, that so there may be no mistake in the treasurers' and comptrollers' accounts; and also, that the debt of the navy may thereby always appear in the books of the office. I am, your affectionate friend,

To the principal Officers, &c. *James.*

GENTLEMEN, *March 25th*, 1667.

Having lately directed that the safety of his Majesty's ships in the River Medway should be taken into consideration upon the place, by some persons sent down to that purpose, upon the report which they have since made, I desire that you would give order, that the Unity may have twenty seamen added to the forty already allowed: and that besides the Dolphin fire-ship already about Sheerness, one other of those first ready (except those appointed for the West Indies) may be sent thither, and two others to lie within the chain at Chatham, to be ready for any occasion; that the

Unity, Dolphin fire-ship, and two ketches now attending there, may be forthwith cleaned, that each ship and the ketches may have their hooks, chains, and grapnels furnished them, with each a good pinnace, with tenders, with a small grapnel and chain. This is what I have at present to direct you for Sheerness: as for the upper part of the river of Medway, I desire you to take care that all his Majesty's ships may be moored in the safest places you can, especially the first and second rate ships; and that besides the completing the chain for their farther security, the ships Charles the Fifth, and Matthias, may be moored within the chain in such manner, as that upon occasion they may bring their broadsides to bear upon the chain, allowed to be borne on them; that thirty good pinnaces, well fitted with oars, grapnels, and chains, may be provided in readiness. I desire you to give order for the discharging the men from all other his Majesty's prize-ships, not already fitted and ordered to sea; and that for the better manning the fleet intended to the West Indies, the men discharged from them may be put on board such ships bound thither, as shall be found to want them. Amongst the ships, whose men are to be discharged, I reckon the Sophia, which I mention particularly, lest her having been lately fitted for the sea, might cause you to mistake; as on the other hand I would not have the Elias stopped, in regard I am informed she sails well, and may be fit for service abroad.

I am, your affectionate friend,

To the principal Officers, &c. *James.*

GENTLEMEN, *Whitehall, March* 31*st*, 1668.

You having lately moved me for a warrant for your allowance of wages to such extraordinary clerks as you have entertained, pursuant to my directions given you to that purpose by my letter of 22d of March, 166$\frac{4}{5}$, in order to the better enabling you to carry on his Majesty's service under your care during the war, I did then direct that you should each of you for himself give me an account under your hands what clerks you have employed extraordinary during the late war.

In pursuance hereof, the Lord Brounker hath informed me, that since the 16th of January last, at which time he was ordered to exercise that part of the Comptroller's duty and office, which concerns the keeping the checques and counter-books upon the treasurer of his Majesty's navy, and comptrolling the same; he has been obliged to entertain two extraordinary clerks, for which he pays an allowance of 50*l.* per annum for the one, and the usual salary of 30*l.* per annum for the other, to continue until the business occasioned by the late war shall cease, or that I shall think fit to order otherwise. I do desire you to make an allowance from the said 16th of January until this time, and to continue it until the future shall receive directions to the contrary.

It is also represented unto me, that Sir John Manners hath been necessitated to make use of one clerk extraordinary for twelve months, to assist in the despatch of business under his care; for which I desire you to make him an allowance of thirty pounds.

Sir William Penn being by order of the council dated 16th of January, 1666, directed to take upon him the management of that part of the comptroller's office, which concerned the victuallers' and pursers' accounts, informs me, that he was constrained to entertain one clerk extraordinary at the ordinary salary, and to promise the addition of twenty pounds per annum to another; both which I desire you to make allowance of, from the said 16th of January, 1666.

I have received an account from Mr. Pepys, that for the executing of the particular office, as clerk of the acts, he has been forced to employ two clerks extraordinary from the beginning of the war, one whereof being employed in the Victualling Office, then under his inspection, assisted in both by the same salary, until November last; at which time his victualling employment determined, and he satisfied till then for one of these clerks, he desires that there may be allowed the ordinary salary of 30*l.* per annum from October, 1664, and 50*l.* per annum for the other, from November last; and both to continue until such time as the remains of the work occasioned by the war, and the new increase of work brought upon his office by the Parliament, shall give way to their discharge, which I think fit to consent to, and desire the same may be done accordingly.

I am, your affectionate friend,

To the principal Officers, &c. *James.*

Given under my hand at Whitehall, October 12th, 1662.

You are hereby required, with the first opportunity of wind and weather, to sail with his Majesty's ship under your command, and repair into Yarmouth Road; and to continue plying at Yarmouth, for protection and security of the fishery of his Majesty's subjects in those parts; and you are to take care that no prejudice be done unto them, either by one to another, or by foreigners, in sailing over amongst their nets, or by any other voluntary or unnecessary disturbance to their fishery; and you are to require and oblige all foreigners to keep at a convenient distance from the English shore, that so there may be room for his Majesty's said subjects to follow their fishing without molestation of strangers; and from time to time, as occasion offers, you are to give me an account of your proceedings.

To Captain Humphry Conningsby,
Captain of his Majesty's Ship Strolings.

Given under my hand at Whitehall, October 30th, 1662.

Whereas by two former warrants, I directed you to cause Richard Fletcher and Simon Henvis to be entered as measurers of the timber in his Majesty's yards of Deptford and Woolwich respectively; by virtue whereof, they being constantly employed to measure such timber as is served into his Majesty's said yards, upon any contract made, his Majesty's service may be much prejudiced, the store-keeper holding himself unconcerned in that part of his Majesty's stores, since there is another officer appointed by warrant for the doing thereof; whereby the trust of that store dependeth

wholly on the care, integrity, and ability of a person much inferior to the store-keeper. Upon due consideration thereof, although I have not heard any complaint of the persons now employed there, yet I have thought fit to direct, that you recall those orders, whereby the said Richard Fletcher and Simon Henvis are entered timber measurers in the yards of Deptford and Woolwich, and that the respective store-keeper remain charged with that trust, as formerly they have done; as also, that you consider of some rules, whereby that sort of provision may be more carefully received for the future (as well in the other yards, as those above-mentioned) that hitherto they have been.

To the principal Officers, &c. James.

Given, &c. October 11th, 1662.

Whereas I am informed, that it is a usual and frequent practice of several persons, being strangers, and having no relation to his Majesty's yards and ships, to go on board the said ships without any notice given unto, or consent obtained from the master-attendants of the said yards, which it is probable doth, and may tend to the damage and detriment of his Majesty's service: these are therefore to will and require you, for the prevention of that inconvenience for the future, to give speedy order, that no strangers may be received on board his Majesty's ships in harbour, without permission first obtained from the master-attendant of the yard, where the said ship shall be.

To the principal Officers, &c. James.

Given under my hand, at Whitehall, November 29th, 1662.

As soon as his Majesty's ship under your command is ready to put to sea, you are to sail for Dover Road, and there receive on board * * * * * *, with such Portuguese and such goods as he shall direct; and with the first opportunity of wind and weather, to transport them unto the island of Jamaica, in America, and to land there, according as you shall receive directions for the said * * *.

You are to continue no longer at Jamaica, than your victuals will be sufficient to bring you back, but to hasten home for England, and bring the ship into the Downs; and during your stay at Jamaica, you are to follow such orders as you shall receive from the governor of that island.

In your way to Jamaica, you are to touch at Barbadoes; and in case any passenger shall be willing to go from thence to Jamaica, you are to accommodate them with a passage in your ship (they find their own provisions); and to that purpose you are to stay ten or fifteen days, in expectation of such as are desirous to go. And whereas I am informed of a great abuse committed by some of the captains of the King's ships who usually take in passengers at the Windward Islands, and either make them pay for their passage, or in lieu thereof, force them to serve so much time as they think fit; you are hereby strictly charged and required, not to do, nor

suffer to be done any such thing in your ship, but to give all encouragement to such passengers as shall be willing to go; and the more of them you shall carry down, the greater the advantage will be to the King's service.

In case you shall have any stores or provisions on board you, for supply of the island of Jamaica, you are to cause them to be delivered to such persons as the governor shall appoint to receive them.

You are upon all occasions to endeavour to maintain his Majesty's honour abroad, give protection to his subjects, and not injure any of the subjects of his friends or allies.

You are hereby strictly charged and required, in case you meet with any foreign ships or vessels trading to, or from, or with any of the lands, islands, plantations, or territories in Asia, Africa, or America, under the dominions of the King, my Sovereign Lord and Brother, that you seize on the said ships and vessels, in pursuance of an Act of Parliament, entituled, "An Act for the encouraging and increasing of shipping and navigation," and send the same as a prize for England.

To Captain George Barnard, Captain of his Majesty's ship the Gift. *James.*

Given under my hand, at Whitehall, the 16th of July, 1660.

In pursuance of his Majesty's order, sitting in council, dated 4th of July, 1660, directing that I should give order for the allowance and payment out of the Treasury of his Majesty's Navy, of the yearly sum of five hundred pounds, unto the Comptroller of his Majesty's Navy (comprising therein the fee anciently paid to the comptroller, out of his Majesty's Exchequer), the said five hundred pounds per annum, to be paid by quarterly payments: you are hereby authorised and required, as often as the same shall become due, to make out bills for the quarterly payment of the said salary unto the Comptroller of his Majesty's Navy for the time being accordingly, and this shall warrant your so doing.

To the principal Officers and Comptroller of H. M.'s Navy. *James.*

The like order to the principal officers, &c. to make out bills quarterly, to the Surveyor of his Majesty's Navy, for the payment of 490 pounds, comprising therein the fee annually paid to him out of the Exchequer. Dated *ut supra.*

The like order to the principal officers, &c. to make out bills quarterly to the Clerk of the Acts of his Majesty's Navy, for the payment of 350 pounds per annum, comprising therein the fee anciently paid to him out of his Majesty's Exchequer. Dated as on the other side.

Given under my hand at Whitehall, the 5th of January, 1662.

The King my Sovereign Lord and Brother, having formerly thought fit to constitute and appoint certain commissioners to join with and assist the principal officers of his Majesty's navy in the management of the affairs

thereof: his Majesty now taking into his serious consideration, how important it is to his Majesty's service, that the office of Comptroller of his Majesty's Navy be fully and punctually executed; and likewise considering, that as well through the increase of the navy, as the extent of the duty of the said place of Comptroller, it is impossible it should be exactly performed by one person; as also that without farther charge to his Majesty, one of the said commissioners being authorised more particularly to join and assist in the execution of the said office of Comptroller, the duty thereof may be better discharged, and his Majesty's service be thereby much advantaged, continuing to the said Commissioner the salary formerly given him as Commissioner, without farther allowance either for himself or clerks: his Majesty, for these and other considerations, hath thought fit, that Sir William Penn, Knight, at present one of the Commissioners of his Majesty's Navy, be authorised accordingly, to assist and join with Sir John Mannes, Knight, Comptroller of his Majesty's Navy, in the execution of the said office of Comptroller. In pursuance whereof, his Majesty's pleasure is, that you prepare a bill fit for his royal signature, authorising the said William Penn to join with, and assist Sir John Mannes, Knt. Comptroller of his Majesty's Navy, in the execution of the said office, with such powers and clauses as shall be fit and necessary for enabling him, the said Sir William Penn, to perform the same; and continuing unto the said Sir William Penn, the salary and allowance formerly given him for himself, and clerks, to be paid as by his former patent. And this shall warrant your so doing. I am, &c.

James.

To Sir Geoffery Palmer, *Knt. his Majesty's Attorney-General, or to Sir* Heneage Finch, *his Majesty's Solicitor-General.*

Whereas I am informed, that Philip Gardner, a bailiff of the Tower, hath lately arrested Robert Swan, purser of his Majesty's ship the Signet, at the suit of Robert Burgess, without first having obtained leave from myself for so doing, which being in contempt of my power, and contrary to the usual privileges of the officers of his Majesty's navy, these are therefore to will and require you forthwith to apprehend the persons of the said Philip Gardner and Robert Burgess, and to bring them before me to answer their said contempt: and all mayors, sheriffs, bailiffs, and constables, headboroughs, and all other officers whom it may concern, are hereby required to be aiding and assisting unto you, in the due execution of this warrant, as they will answer to the contrary at their utmost perils. Given under my hand at Whitehall, the 6th of January, 1662.

James.

[To be continued.]

SIXTH REPORT FROM THE SELECT COMMITTEE ON FINANCE.

NAVY.

Ordered, by The House of Commons, *23d June,* 1817.

THE SELECT COMMITTEE, appointed to inquire into, and state, the INCOME and EXPENDITURE of the United Kingdom, for the Year ended the 5th of January, 1817; and also to consider and state the probable Income and Expenditure (so far as the same can now be estimated), for the Years ending the 5th of January, 1818, and the 5th of January, 1819, respectively; and to report the same, together with their observations thereupon, from time to time, to the House; and also to consider what further measures may be adopted for the relief of the Country from any part of the said Expenditure, without detriment to the public interest;—have proceeded to take into consideration the Estimates for the NAVAL SERVICE for the current year.

ESTEEMING the naval superiority of this country as the principle on which its external power, internal safety, and general prosperity, in the highest degree depend, your Committee are of opinion, that the sense which they entertain of the necessity for economy, cannot, with a due regard to the interest of the State, be allowed to interfere with the support of such a maritime force as may be deemed necessary in time of peace, nor with the preparations for its adequate augmentation in the event of war. And as naval expenditure in time of peace is principally connected with the purchase and preparation of materials for future exigency, there is no part of the public service in which an ill-judged temporary economy might be ultimately productive of such considerable expense.

Your Committee will proceed to state to the House, in as clear a manner as the variety of the subjects connected with the naval service will permit; first, A general view of the great heads under which the Estimates are prepared, and afterwards some examination of the more detailed items composing each general head.

Before they enter upon this subject, they think it proper to recall to the recollection of the House, that, prior to the year 1810, the naval estimates were not printed. In that year the measure was adopted of printing them in full detail, previous to their being voted; a measure which tends at once to make this important and intricate part of the annual supplies more familiar to the public, and to afford the most effectual means that can be devised, of enabling the House to examine and control the various services to which the estimates refer. Each succeeding year, since 1810, has produced some improvement in the form of the estimates; and your Committee

will, in the course of this Report, have occasion to suggest, what they hope will be considered as further improvements.

Our general naval expenditure may be divided into the four following heads:—

I. The Vote of Seamen, commonly called the Wear and Tear Estimate; being the expense of the wages and victuals of the men voted for the service of the year, and the wear and tear, and ordnance of the ships in which they serve; or, in short, the military branch of the service.

II. The Ordinary Estimate; being the expense of the offices and dock-yards, the care of the ships in ordinary, the wages and victuals of the men employed in taking care of the ships in ordinary; also the half-pay, and the various classes of superannuations and pensions; comprising what may be called the Civil Service of the Navy.

III. The Extraordinary Estimate; which includes the expense of building and repairing his Majesty's ships, and of all new works in the dock-yards or naval establishments at home.

IV. The Expenses of the Transport Department, though not altogether, or strictly speaking, a naval service, having been hitherto included in the Navy Estimates, and being now placed specifically under the Navy Board, must be considered as belonging to this Department.

I.—THE WEAR AND TEAR.

This charge is not brought before the House in the annual printed Estimate; but constitutes what is called the Vote of Seamen for the service of the year, and is computed at the rate of expense which each man is supposed to incur.

It will therefore be diminished on the return of peace, in proportion to the diminution in the number of men.

The rate per man suffers little or no variation in peace or war, for the following reasons:—

First. The rate of pay is rather higher in peace than in war, because the number of officers in peace is greater in proportion to the number of seamen than in war, and the seamen also are of the highest classes, and of course of the highest rate of wages. Thus the expense of pay for 1,000 able seamen must be greater than for 1,000 men, of whom 500 only should be able seamen, and the other 500 ordinary seamen and landmen. The pay of the latter classes being considerably lower, would of course proportionably lower the average at which the pay of the whole is calculated; the rate of pay consequently might be expected to increase on the Peace Estimate, but it is counterbalanced by some other circumstances, which will be mentioned presently.

Secondly. The expense of the victuals must depend on the price of provisions; and as that is generally lower in peace than in war, some diminution on this head may be expected, sufficient probably to counterbalance the excess on the head of Wages.

Thirdly. The wear and tear of the ships themselves which may be employed is naturally less than in war; because they are less exposed at sea, and are liable to no risk from the enemy; besides, the price of stores are generally diminished by a peace; but against these considerations must be put the diminished number of men upon whom the rate is taken; for the peace complements of the King's ships are in some instances one-half, in others one-third, and in none less than one-fourth smaller than the war complements; therefore the wear and tear for any individual ship, when apparently at the same rate as during the war, is in fact one-half, one-third, or one-fourth less; so that it is not to be expected, upon the whole, that peace or war can make any considerable difference in the rate per man of the wear and tear Estimate.

Accordingly your Committee find, from an inspection of the Naval Estimates, that, from the beginning of the last century to the year 1797, the rate per man remained in all vicissitudes of peace and war the same; namely, 4*l.* per man per month. This sum, towards the latter years of this period, was so inadequate to the expense, that the navy debt, notwithstanding frequent and large grants made to diminish it, often amounted to a sum of from eight to fifteen millions.

In the year 1798, the rate per man was voted at what appears to have been then thought the real expense, namely 7*l.* a month, and so it remained till 1807, when it was taken at ...... 7*l.* 2*s.*

In 1810, it was .... 8*l.* 6*s.* 9*d.* and

In 1814, ... 6*l.* 15*s.* 9*d.*

And your Committee, under all the circumstances of the case, and with reference to their preceding observations, cannot but express their satisfaction, that it has for the present year been thought safe to reduce it to 6*l.* 6*s.**

This diminution, they understand, is to be attributed in a great degree to a resolution, which, even on other grounds, they cannot too much applaud, of maintaining a greater proportionate number of Royal Marines than in any former peace establishment;—the expense of the marine while on shore, where the surplus number is usefully employed, being considerably less than that of the seamen or marine a-float.

Another cause of this diminution your Committee understand to have arisen from lowering the rate of estimate for ordnance and ordnance stores for the fleet. The immense accumulation of those supplies in the arsenals during the war, and the great decrease in their consumption since the peace, having enabled the Naval Department to propose a considerable reduction in this item of the annual vote.

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* Wages	£1	18
Victuals	2	1
Wear and Tear of Ships	2	3
Ordnance	0	4
	£ 6	6

Having thus stated what has occurred to them on the *rate* per man, your Committee next proceed to consider the *number* of men voted. After the American war, from the year 1785 to 1788, the number was 18,000 men.

In 1789 and 1790, it was 20,000 men.

In 1791, 24,000 men; but in 1792 it was considered likely that the number might be reduced to 16,000 men, which had been the establishment during the peace which had succeeded the seven years' war. It appears, however, that in point of fact the force in 1792 was never brought down to the number voted. And your Committee are therefore of opinion,—particularly under some considerations which they will state presently—that the number of 19,000 men, proposed for the present year, is as low as could fairly have been expected. The war numbers, which were reduced in 1764 to a peace establishment of 16,000 men, never exceeded 70,000 men:—the peace establishment voted in 1785, of 18,000 men, was a reduction from a war establishment of not more than 105,000 men, in the year of the greatest exertion:—while the present vote of 19,000 men is a reduction from a war establishment of so enormous an amount as 145,000 men. The highest number of seamen actually borne and mustered on the books of the navy at any period of the American war appears to have been, in the year 1782, 105,154 men; and the highest number in the last war, in the year 1813, 145,187 men. The number in 1792 was 17,361, and the number at present borne and mustered may be stated at about 19,300.

It is obvious that the extension of our colonial empire has been so considerable, as might have led us to expect a greater naval establishment than at any former peace; and if the force intended to be employed a-float shall answer the general wants, your Committee see no reason to apprehend that it will in any degree exceed them. There is another consideration also, which, even if the same extent of duties only existed, would account for the employment of a somewhat greater number of men than on former occasions. The other maritime nations have, during the last 25 years, gone on increasing the size of their ships, which has of course obliged this country to act upon a corresponding system. The class of 64 and 50 gun ships have almost disappeared, and have been replaced in other maritime countries by ships of 74 guns. Their frigates and sloops have been enlarged on a similar scale; and it must be obvious, that to enable our ships of war to command due respect in foreign parts, it is advisable that they should not be in any degree inferior to the ships of other Powers which they may meet. This involves, as a necessary consequence, some increase in the complements of the ships in commission, which cannot be counterbalanced by a diminution of their number, without depriving the commerce of the country of a degree of countenance and protection to which, even in times of peace, it very anxiously looks.

Your Committee do not consider it to be within their province to give any specific opinion with regard to the amount of force a-float, which the political and commercial relations of the country may require; but they conceive, that they would not be justified in withholding from the House the foregoing general considerations, tending to show that the amount of that

force proposed for this year, is, with reference to former periods and present circumstances, as much reduced as could be reasonably expected.

II.—THE ORDINARY ESTIMATE.

The Ordinary Estimate of the Navy has been invariably found to increase at the conclusion of a war; because, though the number of officers and clerks employed in conducting the military branches of business are reduced, that saving is greatly exceeded by the additional expense of putting the ships lately employed at sea into a state of ordinary;—by the moorings and other charges of that nature, which are proportioned to the number of ships thus put into the ordinary;—and by the pay and victuals of the officers and men who are employed to take care of them; to which must be added, that the half-pay and superannuation lists are greatly swelled on every peace.

After a few years of peace, however, the diminution of current business, and the gradual extinction of arrears, will occasion a further reduction of clerks and artificers;—the half-pay and pension lists will gradually diminish;—the materials and workmanship of what are called ordinary repairs, may be expected to become cheaper; and all these causes will tend to produce a diminution in the Estimate of the Ordinary.

One general remark, which, as it applies to all the heads of Estimate, may be here, not improperly, introduced, is, that in considering the present naval expenditure as contrasted with that of the last peace, the great increase of price in all articles of naval stores ought to be taken into the account. Your Committee subjoin a statement, which will show, that since the year 1792, all the principal articles have risen to prices, which may, upon the average, be reckoned nearly double; and therefore, even upon the same scale of exertion, all those branches which depend on the expenditure of materials would be greatly increased in amount.

But while the Committee are thus ready to admit that an increase of the total charge of the Ordinary is to be expected, especially in the first years of a peace, they are far from thinking that reductions ought not to take place in many of the items which compose this great mass. They have accordingly felt it to be their duty to inquire particularly into the several heads of which the Estimate is composed; and they submit to the House the following observations:—

ADMIRALTY-OFFICE.

The number and salary of the Lords Commissioners of the Admiralty, seem to your Committee to be removed from their examination, by the late vote of the House on that point.

The emoluments of the Secretaries appear not to go beyond the importance of their situations, and of the ability required for filling them, with the exception only of an increased allowance during war. This, in the opinion of your Committee, is founded on an erroneous principle, and leads to difficulty and inconvenience in practice. It can hardly be supposed that persons, in the situation of Secretaries of the Admiralty, can

turn any occasional leisure which a state of peace may afford to them, to any purpose profitable in a pecuniary sense; and the great difference which may exist in the extent and nature of the wars in which this country may be engaged, renders that which, in one case, would be inadequate (if the mere scale of labour is to be the measure of salary), in other instances, excessive. Your Committee therefore concur with the opinion expressed in former Reports, and upon which the House and the Government have acted in almost every other instance, that this distinction is highly objectionable and ought to be abolished.

On the subject of the Clerks of the Admiralty-Office, in 1813, a period of full war, and the year of the greatest naval expenditure, there were, including the Keeper of the Records, 37 regular clerks in the Admiralty-Office, of which number 14 were described as extra clerks; but the whole of these were on the permanent establishment of the office, and equally entitled to succeed by seniority to vacancies in the higher classes, as well as to superannuation, and all the other advantages of established clerks. The aggregate amount of their salaries was 13,360*l.* By the Prince Regent's Order in Council, of the 30th of January, 1816,* the designation of the extra clerks, which appears for a long course of time to have grown into use for the lowest class of established clerks, was changed, and they are now more accurately described as a third class. Including this class, there are now on the establishment 29 regular clerks, whose salaries amount to 12,580*l.* This diminution of only eight clerks, with so very small a diminution of total expense, would seem at first sight inadequate to what might have been expected; but your Committee understand, that it has been the practice of the Naval Department, to employ during the pressure of war an additional number of persons, as what might properly be called extra or temporary clerks, the expense of whose services, at the Admiralty, were included in the contingent charge of the office, instead of their appearing on the Estimates of the permanent establishment to which they did not belong. Your Committee have ascertained, that including this temporary assistance, the whole number of clerks employed in the Admiralty-Office in the before-mentioned year 1813, was in fact 57, and that therefore a reduction of very nearly one-half has actually taken place, notwithstanding the addition of business which the direction of all the Revenue cruisers lately transferred to that department must occasion. It is impossible for your Committee to enter into the minute details of the business transacted in the Admiralty-Office; but they have been assured, and they see no reason to doubt the assertion, that hitherto the diminution in the number of clerks has kept pace with the diminution of labour in that department.

[To be continued.]

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* Printed by order of the House, 15th March, 1816.

NAVAL LITERATURE.

A Treatise on the Science of Ship-Building; with Observations on the British Navy; the extraordinary Decay of the Men of War; and on the Causes, Effects, and Prevention of the Dry Rot; also, on the Growth and Management of Timber Trees; the whole, with a view to improve the Construction and Durability of Ships. By ISAAC BLACKBURN, Ship-Builder, Plymouth. 4to. pp. 200. James Asperne, Cornhill, 1817.

THE ingenuity and industry of our Transatlantic Rivals, both in the *building* and the *use* of ships, have become, and *duly*, objects of serious consideration to this country. Surprising instances of superior *sailing* have recently occurred, and have been recorded by us;* a kind of superiority so important both in peace and war, as should not be viewed with indifference, or indeed without an active anxiety to obviate and surpass, by a country whose maritime superiority in every other respect must be generally acknowledged. The advantage here alluded to, it must be confessed, has long, although to us unaccountably, existed, not only with respect to the ships of America, but also those of France; and to this superior power of flight in war, and expedition in peace, we may ascribe in no inconsiderable degree a loss of both martial honour, and mercantile profit. The question *why* this difference should exist is difficult of solution; we have undoubtedly had the assistance not only of the able theorists of this country, but of those also under whose direction we are thus excelled; and where is the nation whose opportunities of experiment exceed ours in number or variety, or from whose industry and ingenuity more might be expected in *any* art or science. We have the mathematical principles of Newton, and other eminent examiners of the laws of Nature; and we have the mechanical contrivances of a Sir William Petty, Gordon, Schank, Hutchinson, &c. &c. of our own country, exclusive of the many ingenious writers of France and other countries on this most useful and necessary Art of Ship-building; and we have had the BRITISH OAK for our material,—perhaps better qualified to *stand* the blows of our enemies than to escape from them. The advantages, however, of a fast-sailing ship are evident; and it is equally so, that England is now so circumstanced as to need not only all the advantages she possesses herself, but to look with a jealous eye on those of the many nations who, although they have been protected by her power, yet envy her glory.

* *Vide* page 115, and 189.

In this her day of need, Mr. Blackburn has laudably come forward, and evinced his patriotism, in the publication of his thoughts, and practical experience as a ship-builder, toward the improvement of our Navy, an object undoubtedly of the first political importance to this country—our natural and best defence in war, and the parent of our prosperity in the days of peace.

On the scientific merits of the work we cannot profess ourselves competent judges; but as in the List of Subscribers we see a patronage of the most respectable Merchants and Ship-Builders, we have no doubt that the previous reputation of Mr. Blackburn was an ample warrant of its value. The language is perspicuous, and as far as our judgment goes, his theory appears reasonable. His inferences seem drawn from a long course of minute observations, and a candid comparison of them with the observations of others. The whole of which is accompanied with tabular and figural illustrations, and is divided into two Books, the second of which is appropriated to the consideration of the no less true than alarming *decay of our men of war!*

We shall make a few extracts as samples of Mr. Blackburn's clearness of style and cogency of argument, although from the absence of the figurative illustrations in some parts the latter will be *pro tanto* imperfect.

Mr. Blackburn commences his work by a philosophical account of the nature of water:—

"Water is considered a pure and perfect fluid, and not elastic. Some, however, suppose the particles do not touch each other, and that it is a little elastic. This, however, it is difficult to determine. It would appear that the particles are extremely near, if not quite close to each other, since water cannot be compressed into but a very little, if any smaller space than it naturally occupies; still, as steam cannot be confined, nor the expansion of water by frost be restrained, and as this power of expansion of water depends on the degree of heat or cold, it can only be in a particular state of temperature that the particles of water do touch. And since, when water is expanded in steam, and the particles do not touch each other, it cannot be confined; so also the particles of water, in their natural state, may not quite touch, and yet be incompressible. That there is a vacuity between the particles, is reasonable to suppose; and it is asserted, that a certain portion of salt, sugar, and allum, can be dissolved in water, one after the other, without at all enlarging the bulk of the water, but only adding to its weight; and that perfumes and spirits also insinuate between the particles, and occupy the place of purer essence. Admitting each particle of water to be round, there would certainly be a vacuity between them, even if they did touch each other; for two round surfaces will not join, but only touch at one place. And, therefore, if the particles do touch each other, they do so only at certain points; and where they do not touch, there will be a vacuity. And, hence, when all these vacuities are filled up, the water must lose its fluidity. And supposing, as has been

asserted, that a certain portion of sugar, salt, and allum, could be dissolved, and would penetrate and fill up all the vacuities without adding to its bulk, if it be so (which some doubt), then, after as much have been dissolved in a portion of water as it will possibly take without enlarging its bulk, the difference in the weight of the water then, and in its natural state (whether the particles do or do not touch), will be equal to the weight of so much water as would occupy a space equal to the dimensions of all the vacuities in the portion of water in its natural state. Whether, however, the particles of water do or do not touch each other, is a question by no means cleared up; in either case it is reasonable to conclude, there may be a vacuity between the particles; and hence, probably, light penetrates to, and sound is heard at, such great depths in water. And as the state of the temperature of the atmosphere affects the water, so probably the particles may be regulated in their proximity to each other.

"Water is extensively susceptible of any impression or obstruction; witness the impulse of wind on its surface, or of a stone thrown into the water, how far the undulations will extend. A large stone at the bottom of a running stream will make a swell over it, the undulations of which will be perceived even at the surface, unless it lies deep; the water glides past it, and is deflected every way, over it as well as on each side of it."

Mr. Blackburn then proceeds to some axiometical observations on the progress of bodies through a stream:—

"By resistance is meant, that power which opposes a body in its motion; and as it applies to the subject before us, every impediment which a body meets with in passing through the water, from any cause whatever.

"Some are of opinion, that the resistance and impulsion of water on similar bodies are alike; and that the force which is necessary for keeping a body immoveable in a stream of water, flowing with a certain velocity, is the same with that required for moving the body with the same velocity through stagnant water; while others are of opinion, that the pressure of the stream against a fixed body, is less than the resistance of the water against a body moving through stagnant water with the same velocity. It is difficult to conceive there can be any difference.

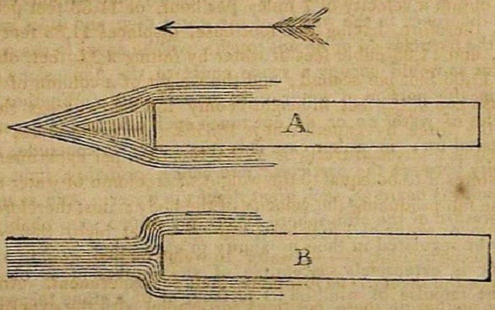
"A body, moving in a stream, will go faster than the stream itself, and large bodies will move faster than smaller ones; a log of wood will outstrip a chip, and a chip move faster than saw-dust. If a body be opposed to a running stream, and a hole be made through that body, the water will pass through the hole quicker than the stream runs—some are of opinion with near double the velocity.

"Again: Water flowing through a hole in a thin plate will be increased in quantity full one-third, by adding a tube whose length is about twice the diameter of the hole.

"Moreover, water running out of a hole from one side of an open vessel, will cause a recoil against the opposite side.

"The velocity of a stream is very different in different parts of it—swiftest of all in the middle towards the surface, and diminishing towards

the sides and bottom; hence, water in rivers runs the slowest near the banks, because the current receives a check in passing over the ground which forms its bed and banks.



"Suppose a body of the above *Figure* to be impelled through the water, the first particles struck by the body will have a tendency to rebound against those immediately next to them; and some are of opinion that there would be a body of dead water forced before the body, against the water contiguous to it, similar to what is described by *Figure* A; and that the resistance of the water in such cases arises from the action of the dead water against that immediately next to it; and which is partly the case when a body is moved with great velocity. Others are of opinion there is no stagnant water; but that, owing to its tenacity and friction, it has a whirling motion. Others again affirm (which is partly the case when a body is moved at slow velocities), that the water parts in the middle, and passes off each way, as described by *Figure* B; for it is known that, when water is obstructed by a flat surface, it will take a turn when it comes within a few inches of the surface, as it were by a centrifugal force, and move parallel with the obstructing surface. And when a body is passing through the water, the water not only parts and yields side-ways, but also upward and downward—it yields in every direction with the same facility; and the water is partly divided by the body, and partly pushed forward by it, in such degree and proportion, depending on the form of the body, and also upon the velocity of the body, as will be shewn.

"It may be proper to elucidate a few of the technical terms which are now about to be introduced:—by the *bow-end* of a body, is meant that end which is moved against the water; by the *stern-end*, is meant the hinder end; and the *midship-part*, that part in the midway between the ends.

"It has been asserted as a physical truth, that the perpendicular resistance to the motion of a plain surface, through water, when wholly immersed, is equal to the weight of a column of water, having the surface for its base, and for its height the fall producing the velocity of the motion; and by the theory of the motion of bodies, it is *twice* the fall producing the velocity of the motion.

" But neither of these positions coincide with experiment: a body, having one foot area of surface of resistance, immersed close below the surface of the water, and having a flat or square bow-end, requires 183 lbs. weight to obtain a velocity of 7 miles per hour, or 11,83 feet per second. This body, therefore, having one foot base, displaces 11,83 feet of water per second, and 11,83 cubic feet of water by falling $2\frac{17}{100}$ feet, obtains the velocity of 11,83 feet per second; and the weight of a column of water of one foot base and $2\frac{17}{100}$ feet in height is only 138 lbs. whereas the actual weight of the force by experiment is 183 lbs.; and, therefore, what has been asserted as a physical truth, is 45 lbs. less than per experiment. Now the theory states it to be equal to the weight of a column of water *twice* the height of the fall producing the velocity of the body; this, therefore, would give a column of water of 1 foot base and $4\frac{34}{100}$ feet high, the weight of which, supposing a cubic foot of water to weigh 64 lbs. would be 277 lbs. and therefore the theory is 94 lbs. more than per experiment. And it will be seen that neither of these positions correspond with the experiments in hardly any case; but the theory is much the nearest at greater velocities particularly to the resistance of the body when moved at six feet depth.

" Some are of opinion, that every time a body of any figure moves its length in water, it divides as much water as it occupies; but it is evident this cannot be the case; for the quantum of water divided depends alone on the length of the body, and the area of the midship-section; and two bodies being alike in respect to midship-section and to length, but one having tapering bow and stern-ends, and the other square or flat ones, both will divide the same quantity of water in moving their lengths, but the body with the tapering bow and stern-end will occupy much less water, or have less capacity, than the other body. And here it may be observed, that the weight of any floating body, and of all it contains, is precisely equal to the weight of the water which the body occupies, or displaces when a-float.

" When different formed bodies, having the same area of surface of midship-sections, are drawn through water at the *same* rate of velocity by force, power, or weights, it follows, that the force or weight required to give *each* body such velocity, must exactly counterbalance, or be equivalent to, the resistance of the water against each of them respectively. And the area of the surface of resistance of the midship-sections of such bodies being equal, and requiring different weights or powers, to obtain the same velocity through the water, it follows, that such difference in the weights or force required, must arise from the resistance of the water being either lessened or increased by the difference in the form of the bodies"

On the Suction, as it applies to the form of ships, Mr. Blackburn makes the following observations:—

" The extremity of the stern-end of vessels being fuller *toward the surface* of the water than at any other part, the suction becomes more considerable *there* than any where else; for the direction of the water in closing there, becomes at right angles with the line of motion, because of the water-

line being terminated in that direction from the fulness of the stern-end. It is, therefore, hardly possible for the closing water even to come in contact with that part of the body when in motion, and particularly as the closing water moves slower toward the surface than at greater d pths.

"The water toward the surface is, therefore, obliged to close at some little distance beyond the stern; and, between the closing water and the stern, a body of dead water accumulates in consequence, and which is drawn after the vessel by the suction. And this occasions an additional pressure on the midship-body of the vessel, equal in weight to that of the bulk of the dead water; and it occasions also an impediment to its velocity, equal to the increase of velocity, which the vessel would derive from a power to impel it forwards equal to the weight of the dead water.

"The velocity of the water in closing at 2 feet depth, is 11 feet per second; and when vessels in general are moving through the water at 9 or 10 feet per second, one begins to perceive the broken and eddy water under their sterns, and to feel perceptibly the effects of the suction. This bulk of dead water is frequently so considerable, when vessels have very full stern-ends, as to extend behind the stern beyond the rudder; insomuch, that a large portion of the rudder being enveloped with the dead water, the rudder has not sufficient power to steer the vessel, particularly when tacking about in working to-windward. But, then, this body of dead water does not extend to any great depth (except when vessels are very full at the stern-end, and that the fulness is continued down some depth below the surface of the water), the velocity of the water in closing being rapid even at a small depth, and the stern-end of vessels generally beginning to taper at a little distance below the surface of the water. What appears like broken water at a more considerable depth, is nothing more than the concussion of the closing particles from each side of the vessel—one body dashing against the other. This dead water is very visible; and nothing is more common than to see particles of rubbish floating on its surface, close under the stern of the vessel, accompanying her in her course for a long time.

"Besides this dead water, it commonly happens that there is a depression of the water, upon its surface, at the rudder, or at a little distance beyond it—the water at the quarters of the vessel being higher than at midway between them, forms a valley; for the water closing from each side in a lateral direction, is restored last to its former level at where it meets; and, last of all, at the midway at the surface to restore itself to a level. And the velocity of water in closing near the surface is so very slow, that it takes some time to form a level; so that at a little distance beyond the dead water it is usually depressed, and it leaves an impression along the surface of the water which may be observed for a considerable distance after the vessel—commonly called by seamen the wake."

We shall in our next conclude with some extracts from Mr. Blackburn's observations on the present decay of our ships of war.

[To be continued.]

Dr. FRANKLIN'S OBSERVATIONS ON THE SUBJECT OF IMPRESSMENT.

*Notes copied from Dr. Franklin's writing in pencil in the margin of Judge Forster's celebrated argument in favour of the Impressing of Seamen (published in the folio edition of his works).**

JUDGE FORSTER, p. 148. "Every man."—The conclusion here, from the *whole to a part*, does not seem to be good logic. If the alphabet should say, Let us all fight for the defence of the whole, that is equal, and may therefore be just. But if they should say, let A, B, C, and D, go out and fight for us, while we stay at home and sleep in whole skins, that is not equal, and therefore cannot be just.

Ib. "Employ."—If you please. The word signifies engaging a man to work for me, by offering him such wages as are sufficient to induce him to prefer my service. This is very different from compelling him to work on such terms as I think proper.

Ib. "This service and employment," &c.—These are false facts. His employments and service are not the same. Under the merchant he goes in an unarmed vessel, not obliged to fight, but to transport merchandize. In the king's service he is obliged to fight, and to hazard all the dangers of battle. Sickness on board of king's ships is also more common and more mortal. The merchant's service too he can quit at the end of the voyage, not the king's. Also, the merchant's wages are much higher.

Ib. "I am very sensible," &c.—Here are two things put in comparison that are not comparable; viz. injury to seamen and inconvenience to trade. Inconvenience to the whole trade of a nation will not justify injustice to a single seamen. If the trade would suffer without his service, it is able and ought to be willing to offer him such wages as may induce him to afford his service voluntary.

Page 159. "Private mischief must be borne with patience for preventing a national calamity."—Where is this maxim in law and good policy to be found? And how can that be a maxim, which is not consisrent with common sense? If the maxim had been, that private mischiefs which prevent a national calamity, ought to be generously compensated by the nation, we might understand it: but that such private mischiefs are only to be borne with patience, is absurd!

Ib. "The expedient, &c. And, &c. (Paragraphs 2 and 3).—Twenty ineffectual or inconvenient schemes will not justify one that is unjust."

Ib. "Upon the foot of" &c.—Your reasoning, indeed, like a lie, stands but on one foot, truth upon two.

Page 160. "Full wages"—Probably the same they had in the merchant's service.

Page 174. "I hardly admit," &c. (Paragraph 5). When this author speaks of impressing, page 158, he diminishes the horror of the practice as much as possible, by presenting to the mind one sailor only suffering a "hardship" (as he tenderly calls it) in some "*particular cases*" only, and he places

against this private mischief the inconvenience to the trade of the kingdom. But if, as he supposes is often the case, the sailor who is pressed, and obliged to serve for the defence of trade, at the rate of twenty-five shillings a month, could get three pounds fifteen shillings in the merchant service, you take from him fifty shillings a month: and if you have 100,000 in your service, you rob this honest industrious part of society and their poor families of 250,000*l.* per month, or three millions a year, and at the same time oblige them to hazard their lives in fighting for the defence of your trade, to the defence of which all ought indeed to contribute (and sailors among the rest) in proportion to their profits by it: but this three millions is more than their share, if they did not pay with their persons; but when you force that, methinks you should excuse the other.

But it may be said, to give the King's seamen merchant's wages would cost the nation too much, and call for more taxes. The question then will amount to this, whether it be just in a community, that the richer part should compel the poorer to fight in defence of them and their properties, for such wages as they think fit to allow; and punish them if they refuse? Our author tells us it is "legal." I have not law enough to dispute his authorities, but I cannot persuade myself that it is equitable. I will, however, own for the present, that it may be lawful when necessary; but then I contend, that it may be used so as to produce the same good effects, *the public security*, without doing so much intolerable injustice as attends the impressing common seamen. In order to be better understood, I would premise two things: first, that voluntary seamen may be had for the service, if they were sufficiently paid. The proof is, that to serve in the same ship and incur the same dangers, you have no occasion to impress captains, lieutenants, second lieutenants, midshipmen, pursers, nor many other officers. Why, but that the profits of their places, or the emoluments expected are sufficient inducements? The business then is, to find money, by impressing sufficient to make the sailors all volunteers, as well as their officers, and this without any fresh burthen upon trade. The second of my premises is, that twenty-five shillings a month, with his share of salt-beef, pork, and pease pudding, being found sufficient for the subsistence of a hardy working seaman, it will certainly be so for a sedentary scholar or gentleman. I will then propose to form a treasury, out of which encouragements to seamen should be paid. To fill this treasury, I would impress a number of civil officers, who at present have great salaries, oblige them to serve in their respective offices for twenty-five shillings a month, with their shares of mess-provisions, and throw the rest of their salaries into the seaman's treasury. If such a press-warrant were given me to execute, the first I would press should be a recorder of Bristol, or a Mr. Justice Forster, because I might have need of his edifying example, to show how much impression ought to be borne with; for he would certainly find, that though to be reduced to twenty-five shillings a month might be a "*private mischief*," yet that, agreeable to his maxim of law and good policy, it "*ought to be borne with patience*" for preventing a national calamity. Then I would press the rest of the judges; and, opening the red-book, I would press every civil officer of government, from 50*l.* a year salary, up to 50,000*l.* which

would throw an immense sum into our treasury; and these gentlemen could not complain, since they would receive twenty-five shillings per month, and their rations; and this without being obliged to fight. Lastly, I think I would impress ***

Poetry.

ON THE DEATH OF AN UNFORTUNATE SEAMAN.

I KNEW him well.
His form was tall and graceful :—On his brow
Sat conscious worth : his eyes mute eloquence,
Look'd a long tale of sorrow. I heard him tell
Once to a messmate whom he lov'd, how, sad
He left his native land ;—how his dear Wife
Hung on his neck with agonizing grasp,
And shriek'd, and fell,—when by the ruffian band
Of barb'rous force he to the beach was led,
Hard struggling to be free. " Unfeeling friends!"
His brave heart labouring the while, he cried,—
" They tore me from my Wife, whose angel face
" I had not seen for twelve long, painful months,
" Far voyaging to India's noxious clime.
" Two days,—too short, alas ! to say ' How fare ye ? !'
" Two days were given me to be blest,—
" When 'neath the cover of night's sable cloak,
" They seized me.—Intreaty, force, was vain—
" They dragg'd me from my home ! O God of Heav'n !"
And here his utt'rance ceased :—the burning tear
Gush'd down his sea-worn cheek,—his ample chest
Swell'd high with sorrow and revengeful ire.—
One gloomy morn, when through the misty sky
The Sun forebore to shoot one tepid ray ;
The sweeping blast howl'd dreadful, and the sea
In " undulation vast " its bosom heav'd.
I saw him in the yard, where duty call'd
To reef the o'erpress'd sail. His sunken eye
And faded cheek proclaim'd th' increasing grief
That prey'd upon his heart. His Wife had died !
Forlorn she griev'd her absent Husband's lot,
Till nature sunk, and all her woes were o'er.
The mournful news had reach'd him, and he felt
A pang unknown before. He saw the storm
That call'd him to his post, look'd drear around,

Sad emblem of his fate!—In silent pray'r
I saw him raise his grief-charg'd look to Heav'n,
Then from the yard plunged in the yawning wave,
And rose no more.—

H.

DESCRIPTION OF A CALM AFTER A STORM.

(FROM MOORE'S "*Fire Worshippers.*")

HOW calm, how beautiful comes on
The stilly hour, when storms are gone!
When warring winds have died away,
And clouds, beneath the glancing ray,
Melt off, and leave the land and sea
Sleeping in bright tranquillity,—
Fresh as if day again were born,
Again upon the lap of morn!
When the light blossoms, rudely torn
And scatter'd at the whirlwind's will,
Hang floating in the pure air, still,
Filling it all with precious balm,
In gratitude for this sweet calm;
And every drop the thunder-showers
Have left upon the grass and flowers,
Sparkles as 'twere that lightning gem*
Whose liquid flame is born of them!
When, stead of one unchanging breeze,
There blow a thousand gentle airs,
And each a different perfume bears,—
As if the loveliest plants and trees,
Had vassal breezes of their own,
To watch and wait on them alone,
And waft no other breath than theirs!
When the blue waters rise and fall,
In sleepy sunshine mantling all;
And even that swell the tempest leaves
Is like the full and silent heaves
Of lovers' hearts when newly blest—
Too newly to be quite at rest.

* A precious stone of the Indies, called by the ancients Ocraunium, because it was supposed to be found in places where thunder had fallen.

We make the following extract from Phrosyne, a Grecian Tale, from the elegant pen of H. Gally Knight, Esq. just published, and wish our limits would permit us to give one also from Alashtar, an Arabian Tale, contained in the same volume, and equally interesting.

PHROSYNE—A GRECIAN TALE.

GRECIA! though on thy heav'n-deserted shore
The virtues rest, and Freedom smiles no more;
From Paphian groves, and Pindus' beech-clad head,
Though ev'ry muse, and ev'ry grace be fled—
Still glow the embers of thy fun'ral pyre
With fitful heat and momentary fire;
Still from the ashes springs a passing flame,
Proof and memorial of thine earlier fame:
Last sacred rays! that grace thee once again,
And teach the muse to 'wake the living strain.

Thron'd on a height, above th' Albanian lands,
The Grecian city, Callirete, stands—
Parent of hardy sons! who long withstood
The rushing progress of the Othman flood;
And still, protected by their rocks, retain
Blessings unknown to Grecians of the plain.
No turban'd soldier, with insulting frown,
Stalks through their streets, nor awes the trembling town:
Respected still, th' unviolated right,
Grecians alone possess the Grecian height:
Still their own Archons rule the little State,
Improve the laws, and guard the city's fate;
Still the loud bell, resounding through the air,
Proclaims the worship, and invites to pray'r;
And Liberty's and Pleasure's ev'ning ray
Still on the favour'd mountain lov'd to play.

Yearly the youthful of that hardy band,
At Summer's call, desert their native land;
Traders, or Sailors, o'er the neighb'ring main
They rove, and brave the danger for the gain.
Hence wealth is theirs, to other Greeks unknown;
Hence ampler minds, enlarged by these alone.

LINES ADDRESSED TO A BROTHER, WRITTEN AT SEA.

MANY the wonders I this day have seen;
The Sun when first he kist away the tears
That fill'd the eyes of morn;—the laurell'd peers
Who from the feathery gold of evening lean;—
The ocean with its vastness, its blue green,
Its ships, its rocks, its waves, its hopes aud fears—
Its voice mysterious, which whoso hears
Must think on what will be, and what has been,
E'n now dear George, while thus for you I write,
Cynthia is from her silken curtain peeping
So scantly, that it seems her bridal night,
And she her half discover'd revels keeping.
But what without the social thought of thee,
Would be the wonders of the sky and sea.

PLATE CCCCXCIV.

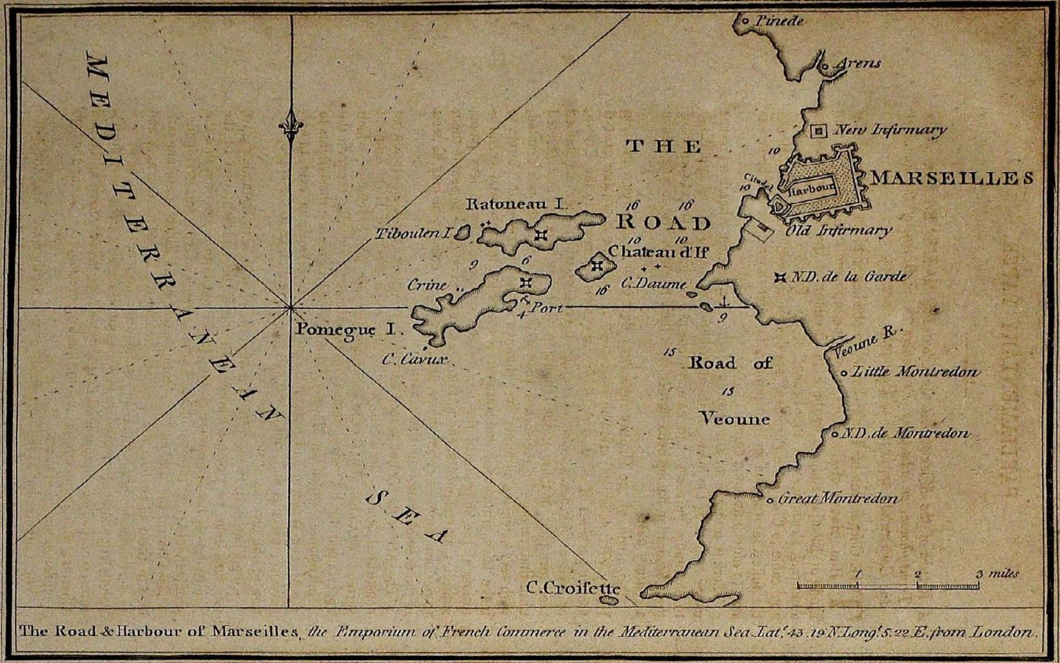
Road of Marseilles.

MARSEILLES is an ancient and well-known town and sea-port of Provence, in France. It was first built by the Phocians, a Greek nation of Asia Minor, who in the reign of Tarquin the Proud, last King of Rome, being banished their country, came and settled here. It was only a confederate city of the Romans, and being molested by the Salii and others of the neighbouring nations, the Roman legions first entered Gaul in their defence. In the civil wars of Cæsar and Pompey, the Marsilians sided with the latter, or were at least desirous to be neutral, but it was forced by Cæsar, and made a Roman Colony.

It is now divided into the Old and New Town, which are separated by a street bordered with trees on each side. There is a good harbour, the entrance of which is extremely narrow, and surrounded by lofty mountains, affording excellent shelter to vessels during the most violent storms. Without the walls is the castle of Notre Dame, which is well fortified. In 1660, Louis the Fourteenth built the citadel and Fort St. John, to keep the inhabitants in awe, because they pretended to be free. In the year 1793 it was taken by a Republican force under General Carteaux. The surrounding country is rocky and barren, but covered for several miles on all sides with villas and summer-houses, which commerce has erected. Marseilles is situated in east longitude, 4° 27′. North latitude, 43° 18′.

THE ROAD OF MARSEILLES.

Plate CCCCXCIV.



The Road & Harbour of Marseilles, *the Emporium of French Commerce in the Mediterranean Sea. Lat.^e 43.19 N. Long.^e 5.22 E. from London.*

Published by J. Gold, Naval Chronicle Office, 103, Shoe Lane, London, Sep. 30, 1817.

PARLIAMENTARY PAPER.

A Return of the Mode of Election adopted by the Elder Brethren of the Trinity-house, on admitting Pensioners to the Benefit of the Funds of the Corporation applicable to Charitable Purposes.

THE Corporation of Trinity-house, in obedience to the Order of the Hon. House of Commons, to lay before them, "A Return of the Mode of Election adopted by the Elder Brethren of the Trinity-house, on admitting Pensioners to the Benefit of the Funds of the Corporation applicable to Charitable Purposes," are desirous of giving the Hon. House the fullest information in their power; in order to which it will be necessary to enter into some detail.

There is no trace in the records of the Corporation when the present usage respecting the mode of the distribution of its funds, as applicable to charitable purposes, had commencement, the most ancient records of the Corporation having been burned with their house in Water-lane, above a century past.

The origin of the Charity appears to date prior to the reign of King Henry VIII. at which period an association of maritime characters existed for the purposes of conducting ships and vessels belonging to the Crown, as well as all descriptions of merchant vessels; when they maintained their own poor, or those of the fellowship: but they were not incorporated until that reign. In the eighth year of it a Royal Charter was granted, with very extensive authority over shipmen and mariners—with powers to make laws, ordinances, and statutes for the relief, increase, and augmentation of the shipping of the realm—and with authority to levy pains, subsidies, amerciaments, and forfeitures on offenders, &c.—to enable them to perform, amongst other things, acts of piety or charity, as may be seen in the exemplification of that Charter.

The Act of the 8th of Queen Elizabeth recognizes the Corporation so constituted; and in the 36th year of her reign the Lord High Admiral surrendered to her Majesty the ballastage, buoyage, and beaconage, which appertained to his office, requesting her Majesty to confer them on the Trinity-house; which her Majesty did accordingly, granting those rights to the Master, Warden, and Assistants, and their successors, for ever, to use, exercise, execute, and enjoy, without any stipulation as to the appropriation of the revenue arising therefrom.

King Charles II. in the 17th year of his reign, did, notwithstanding, give the ballastage to Colonel Carlos; but, upon the representation of the Trinity-house, his Majesty re-granted it to them, with a provision that the profits should go to the poor of the Corporation; and King James II. under whose Charter the present Constitution exists of 31 Elder Brethren, ratified to them all ancient dues, profits, &c. for the better maintenance and preservation of the Corporation, without any account to be made or rendered; stipulating, that the uses of the monies arising from fines, forfeitures, &c. shall be appropriated to charitable uses, as expressed in the said Charter; with a protecting clause for the Corporation, manifesting the high confidence placed in them.

The Corporation have thus traced, as well as they are able, the funds which have been appropriated towards the support of the poor who had been in their own immediate employ, and of decayed seamen, their wives

and widows, which, as the trade and navigation of the country became extended, multiplied beyond the means afforded.

In the beginning of the 17th century (1607 *a* 1609) the Corporation established three light-houses on the east coast of England, which augmented, in a small degree, these resources. Notwithstanding these benefits, however, to the Corporation, Queen Elizabeth granted to individuals the power of levying tolls for some light-houses for their own immediate profit and benefit, which to this day remains in private hands; nor was it until the end of that century, and the commencement of the 18th (1680 *& sec.*) that the Corporation were possessed of any light-houses from which a revenue was derivable to extend the principle of the charity.

Having thus explained the sources of the revenue derived from the Public towards the relief of the poor, which have been greatly augmented during the last twenty years, from the influx of foreign vessels employed in the trade to this country, which paid double duties, it will appear from the account laid before your Hon. House, in the last Session of Parliament, what the increase has been, and how appropriated; but the continuance of such a revenue cannot be expected, because, even if the trade should revive to its former extent, its being carried on in British bottoms would necessarily occasion a considerable reduction.

The mode of election of the objects, and distribution of these funds, may be shortly explained, as follows:—

All poor decayed merchant seamen, wherever resident, in whatever port or place in the United Kingdom, together with their wives, widows, and children, are equally eligible for admission to the Trinity-house Charity, being qualified, and having their qualifications certified, according to the rules and forms of admission and petition hereto annexed.

Petitions of objects, so qualified and certified, are presented to the Board by one of the Elder Brethren, and on being examined and approved by the Board (which is certified by the Deputy Master's signature on each petition), are numbered and entered by him, as presented on every Board-day, in a book; thence are transferred to the general register of petitions, where they remain, until put on one of the monthly books, to receive the regular pension, according to the station the party served in at sea.

The whole of the ordinary monthly pensioners are divided and distributed among eight distinct books, which are, for the convenience of the poor people receiving their allowances as near home, and as frequently as may be, paid in eight distinct parishes or districts in and near the metropolis. Each of these eight books is under the care and superintendance of two of the Elder Brethren, who attend personally, and pay the pensioners residing in and near London their pensions, the first Monday in every second month, at the following places; *viz.*—St. Catherine's, Wapping, Shadwell, Ratcliff, Limehouse, Southwark, Rotherhithe, and Deptford.

The vacancies, as they occur in these books, by death or otherwise, are filled up by the two Elder Brethren who pay each book, who select the objects from a list which is kept, and regularly filled up, of all petitions presented and recommended by them to the Board, from time to time, as before mentioned, being qualified according to the aforesaid rules, and previously approved by the Board.

The objects so selected may be either resident in London, or at any out ports or places in the United Kingdom: there is no distinction or limitation in this respect.

When these books were first instituted, the greater part of the pensioners, (then inconsiderable in number, in comparison with what they are at present) were resident in the several parishes and places where the monthly books were paid; but at present the greater part on each monthly book

is resident at the out ports: but these have their pensions regularly remitted and paid to them, at their residences, twice or thrice in every year, by agents appointed for the purpose, but without any expense to the parties.

Besides these eight books, there is another paid at the Trinity-house, Tower-hill, the vacancies on which are reserved, and filled up with objects recommended generally by any of the Elder Brethren, or persons connected with, or known to the Corporation.

There are also several books; *viz.* the House Book, for decayed pilots, their wives and widows; one for the wounded seamen and their wives, and the widows of such killed in the several great naval battles of the last war; viz. of the 4th of June, 1794; St. Vincent's, the Nile, Camperdown, Trafalgar, Copenhagen, Algiers; also for those lost in the St. George, Defence, Hero, &c. &c.; for decayed prisoners of war in France, their wives and widows; for decayed seamen employed in the blockships stationed for defence of the Thames against invasion:—Also a casualty book for poor fishermen or seamen, or others lost or disabled by shipwreck or accident from storms in assisting ships in distress.

It is not possible the Brethren should have personal knowledge, in all cases, of the parties. They are taken up upon the testimony and recommendation of respectable characters, and generally selected according to their age, infirmities, or other circumstances that are represented by the parties recommending.

There is no exclusion of any port or place, or partiality intended toward any; although it may be supposed the Brother may be open to applications most where he is best known; but where any substantial ground had occurred to call for a deviation from these general rules, the Corporation have invariably departed from them, as in the cases before mentioned of the wounded seamen in the several great naval actions of the last war, their wives and children; the wives of prisoners of war; particular casualties by storms or accidents, &c.; and lastly, by taking 60 persons on the list at once from the port of Liverpool, on account of the representation of the distress of the sea-faring class there, and in consideration that so few had ever before applied from thence.

These are the principles that have guided the Corporation in their adoption of pensioners generally to partake of the charity.

The parties benefiting thereby, and their respective stated monthly allowances, are as follow: viz.

Masters of ships 6s. per month, to them, their wives, and widows, and 2s. for each child under 12 years of age.

Mates	4s. 6d.	ditto	ditto
Boatswains, gunners or carpenters	4s. 0d.	ditto	ditto
Petty Officers	3s. 6d.	ditto	ditto
Seamen	3s. 0d.	ditto	ditto

And at the commencement of the year, each has a bounty of one month's additional pension, to meet the severity of the season.

There are besides, for the decayed masters and their wives and widows, 120 almshouses at Deptford and Mile-end, with an allowance of two chaldrons of coals, and a suitable dress for each person. The single person (whether man or woman) has 38s. per month, the married 60s. per month; and also an annual bounty of one month in January every year; and, as it was found that medical assistance too much exhausted this stipend, a regular practitioner has been some time since engaged to attend the sick and infirm; and where surgical assistance is wanted, Sir W. Blizard has uniformly rendered his experience and talent serviceable towards their relief.

There are, both at Deptford and Mile-end, Chapels for the pensioners, where Divine Service is regularly performed by Chaplains appointed and paid by the Corporation, who, when required, attend their pensioners at their houses.

The preceding statement applies to pensions granted to decayed mariners in general, who have not been in any employ under the Corporation; to which may be added pilots, and those who have been immediately in the Corporation's service, consisting of ballast-men, watermen, light-keepers, and other officers and members of the establishment, who are superannuated and fallen into decay, to whom pensions are granted in proportion to their services. Provision is made for the pilots by the late Act (which controlled and regulated their demand), by the creation of a fund for the maintenance of themselves, their wives, widows, and children (under age), extending to those in the out-ports, as well as in London, who have 10s. per month; their wives or widows the same; and children 2s. per month. There have been of late years also twenty almshouses erected and established for those who are superannuated, and whose good conduct in their office as pilots entitled them to the consideration of the Court.

The appointments to these houses are under no individual patronage; although to the other houses appropriated to decayed masters of ships, every Elder Brother in rotation presents an object; and the parties (being eligible under the rules) appear at the Board, and pass in review before the Brethren, previous to their being admitted.

The pilot's allowance in the house is the same as to decayed masters.

There are also twenty houses built conformably to the will of a Mrs. Grigg, placed under the management and direction of the Corporation, by a Decree of the Court of Chancery; the allowances in which are inferior, and the objects not exactly the same as those before named. These are presented by the Elder Brethren also in rotation, as they become vacant, in a manner to extend the benefit thereof as far as possible, consistent with the will of the testatrix.

Among the poor infirm persons that inhabit the Corporation's alms-houses, many are helpless, and unfit to be left to themselves; in such cases of extreme infirmity an allowance is not only made for nurses, but they have an additional allowance of 5s. per week; but this can only be given upon the express recommendation of the Brethren who pay and inspect the alms-people.

In the distribution of this extensive charity, as much care and precaution has been taken to guard against misappropriation of the funds as possible, which is followed up by every regulation that can promote the benefit of the pensioners.

The Brethren trust it will appear that the distribution of these funds has been, and is, perfectly disinterested on their part. The criterion is, the petitioners being proper objects of the Charity; and due care has been taken to ascertain they have been such.

The Brethren have great trouble in conducting this part of their duty, which is often a very painful one, and open to invidious remark and observation; and nothing but the gratification of dispensing such benefits to the worthiest objects could induce them to persevere in it.

All which is humbly submitted to the Honourable House, whose good opinion they are very desirous of meriting.

If they had in any instance misconducted themselves, the Charter might have been resorted to; which, while on the one hand it affords them ample protection, provides, at the same time, a summary remedy to parties complaining, by application to the Privy Council.—The Corporation trust, however, they have preserved invariably the character for integrity, as well as useful exertion, when called for, which has been handed to them by their predecessors.

James Court, Secretary.

Trinity House, London, June 19, 1817.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

(FROM 1793 to 1798.)

[Continued from page 79.]

WHITEHALL, MARCH 11, 1794.

Return of Ordnance, &c. found in the Tower of Mortello, taken on the 10th of February, 1794.

IRON.—2 18-pounders, with carriages on windlass rollers, mounted on traversing platforms.—1 carriage rendered unserviceable by the cannonade from the 8th to the 10th; 1 6-pounder.

Shot.—141 18-pounders; 45 6-pounders.

Filled cartridges of powder.—135 18-pounders; 40 6-pounders: 1 furnace for heating shot.

Abstract of Ordnance, Ammunition, and Stores, found in the Convention Redoubt, and Redoubt and Tower of Fornelli, carried by Assault in the Night of the 17th of February, 1794.

Iron.—6 24-pounders, with carriages on windlass rollers, mounted on traversing platforms.—1 gun and 2 carriages rendered unserviceable by shot and shells from the batteries.

8 18-pounders, on ship carriages; 2 guns and 3 carriages unserviceable from ditto.

5 12-pounders, on ditto; 1 carriage unserviceable from ditto.

2 6-pounders, on ditto.

2 4-pounders, on ditto.

Brass.—1 10-pounder, long; gun and carriage rendered unserviceable by shot and shells from the batteries.

4 4-pounders, field-pieces, on travelling carriages; 2 guns and 2 carriages unserviceable from ditto.

5 1-pounders; 1 gun and 1 carriage unserviceable from ditto.

4 6-inch carronade howitzers; 1 howitzer and carriage unserviceable from ditto.

1 12-inch mortar, à la Gomer, on an iron bed.

3 12-inch mortars of an old construction, on wooden beds; 2 mortars, with their beds, unserviceable from ditto.

Round shot.—455 24-pounders; 334 18-pounders; 667 12-pounders; 452 10-pounders; 105 6-pounders; 157 4-pounders; 30 1-pounders.

Double-headed shot.—105 18-pounders.

Grape shot.—129 18-pounders.

Grape shot.—92 12-pounders; 42 6-pounders.

Case shot.—209 4-pounders; 54 6-inch carronade howitzers.

Shells.—2 12-inch, fixed; 62 12-inch, empty.

6 18-pounders fixed ammunition in boxes.

20 musket-ball cartridges, in boxes.

2 furnaces for heating shot; one in the redoubt of the Convention, the other in the redoubt beneath the tower of Fornelli.

1033 cartridges of different natures, filled with powder.

14 barrels of powder.

Abstract of Ordnance, Ammunition, and Stores, taken in the Town of San Fiorenzo, the 19th of February, 1794.

Iron.—7 24-pounders, with carriages, on windlass rollers, and mounted

on traversing platforms; 2 18-pounders, on ship carriages; 6 12-pounders, on ditto; 2 6-pounders, on ditto.

Brass.—2 32-pounders, with carriages, mounted on traversing platforms; 1 12-pounder, long; 2 8-pounders, field-pieces; 2 4-pounders, ditto; 5 1-pounders; 2 12-inch mortars, à la Gomer, on iron beds; 1 12-inch mortar, of an old construction.

Round shot.—310 thirty-two-pounders; 4411 24-pounders; 202 18-pounders; 1742 12-pounders; 1005 8-pounders; 267 6-pounders; 2140 4-pounders; 63 1-pounders; 1005 1-pound leaden balls.

Shells.—31 12-inch, fixed; 260 12-inch, empty.

Unfixed ammunition in boxes.—7 12-pounders, case; 25 4-pounders, ditto; 5 1-pounders, 6 1-pounders, grape.

Fixed ammunition, in boxes.—14 18-pounders, case; 6 12-pounders, ditto; 8 12-pounders, grape; 9 4-pounders, case; 21 boxes ball cartridges; 2 barrels of ditto; 10 boxes musket-balls; 3 furnaces for heating shot; 1252 cartridges of different natures, filled with powder.

A small magazine containing a quantity of powder, found, on inspection, to be mixed with lime.

89 barrels of powder in another magazine.

W. Collier,

Captain, commanding the Royal Artillery.

San Fiorenzo, February 21, 1794.

Return of French Prisoners taken and put on board his Majesty's Ships of War, between the 10th and 18th of February, 1794.

At Mortello Tower.—1 ensign, 2 non-commissioned officers, 28 privates, and 4 seamen.

At the Convention Redoubt.—2 lieutenant-colonels, 4 captains, 4 lieutenants, 55 privates, and 2 seamen.

Officers' Names.

Lieutenant-colonels Taviel and Villautrois, of the Artillery.
Captains Desportes and Reals, of the 26th Regiment.
Captains Rumidon and Delage, of the 52d ditto.
Lieutenant Chavarin, of the Artillery.
Lieutenants Piraldy and Deal, of the 26th Regiment.
Lieutenant Jacque Dijour.
Ensign Thomas Le Tellier.

Ja. St. Clair Erskine.

Adjutant-general.

Return of the Killed and Wounded of the British Troops in the different Attacks upon the French Posts near San Fiorenzo, from the 7th to the 18th of February, 1794.

Royal Artificers.—1 rank and file, killed.
Royal Artillery.—3 rank and file, wounded.
2d Battalion of Royals.—5 rank and file, killed; 1 lieutenant, 1 serjeant, 16 rank and file, wounded.
11th Regiment.—1 rank and file, killed.
25th ditto.—2 rank and file, wounded.
30th ditto.—1 rank and file, killed; 1 serjeant, 2 rank and file, wounded.
50th ditto.—1 rank and file, killed; 5 rank and file, wounded.

51st ditto.—4 rank and file, killed; 8 rank and file, wounded.

Officer's Name.

Lieutenant Alexander M'Donell, of the 2d Battalion of Royals, wounded.

Ja. St. Clair Erskine.
Adjutant-general.

ADMIRALTY-OFFICE, MARCH 15, 1794.

The following is an extract of a letter received on Thursday last, from Commodore Ford, commander-in-chief of his Majesty's ships at Jamaica, to Mr. Stephens, dated Mole St. Nicholas, the 22d of January, 1794:—

I have the honor to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the parishes of Jean Rabel, St. Marc, Arcahaye, and Boucassin, on the north, and Leogane on the south side of the Bight, are in our possession, by capitulation, and the British flag flying therein; and, as our post at Boucassin is within twelve or fourteen miles of Port-au-Prince, I proceeded, without loss of time, with the squadron under my command, to the neighbourhood thereof, in order to give countenance and protection according to the exigency of the case; and finding, on my arrival there, that the Spaniards had taken possession of Borgne, Gonahives, Petite Rivierre and Verrette, I proceeded off Port-au-Prince, in order to induce a capitulation to the King my master, and accordingly sent Captain Rowley, of the Penelope, on the 2d instant, with a flag of truce, to the Civil Commissary Santhonax, offering the same capitulation which the inhabitants of St. Marc had voluntarily accepted, but which he refused in toto. As I found that intreaty had no effect, I determined to establish a blockade, which has continued ever since, and not a vessel of any description entered.

ADMIRALTY-OFFICE, APRIL 21, 1794.

Captain Henry Powlet arrived this morning with despatches from Vice-admiral Sir John Jervis, K.B. commander-in-chief of his Majesty's ships and vessels at Barbadoes and the Leeward Islands, to Mr. Stephens, of which the following are extracts and copy:—

Boyne, Fort Royal Bay, Martinique,
March 25, 1794.

SIR,

My letter to you of the 16th, by the Roebuck packet, a duplicate of which is enclosed, has made the Lords Commissioners of the Admiralty acquainted with the operations of the siege until that date; I have the pleasure to communicate, for their Lordships' further information, that the battery on Point Carriere, which forms the east side of the entrance of the Careenage, opened at day-light on the 17th, and, with the gun-boats, kept an incessant fire on Fort St. Louis, while the gun and mortar-batteries on the heights played on Fort Bourbon; Lieutenant Bowen, of the Boyne, who had commanded the night-guard and gun-boats for a considerable time, perceiving a favourable moment, pushed into the Careenage with the rowing-boats of the guard, boarded the Bien Venu French frigate, and brought off the captain, lieutenant, and about twenty men who were on board her, under a smart fire of grape-shot and musketry from the ramparts and parapet of the fort. The success of this gallant action determined the general

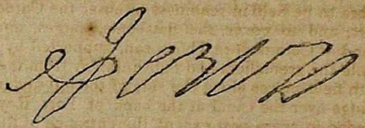
and me to attempt the fort and town of Fort Royal by assault, and I directed forty scaling ladders to be made of bamboo and small stretched cordage, from twenty to thirty-six feet long, and ordered the Asia and Zebra to be held in readiness to enter the Careenage, in order to batter the Fort, and to cover the flat-boats, barges, and pinnaces, under the command of Commodore Thompson, supported by Captains Nugent and Riou, while the grenadiers and light infantry from the camp at Soururie advanced with field-pieces along the side of the hill under Fort Bourbon, towards the bridge over the canal at the back of Fort Royal. This combination succeeded in every part except the entrance of the Asia, which failed for the want of precision in the ancient lieutenant of the Fort, Monsieur de Tourelles, who had undertaken to pilot the Asia. Captain Faulknor observing that ship baffled in her attempts, and the Zebra having been under a shower of grape-shot for a great length of time (which he, his officers, and sloop's company stood with a firmness not to be described), he determined to undertake the service alone, and he executed it with matchless intrepidity and conduct, running the Zebra close to the wall of the Fort, and leaping overboard, at the head of his sloop's company, assailed and took this important post before the boats could get on shore, although they rowed with all the force and animation which characterises English seamen in the face of an enemy. No language of mine can express the merit of Captain Faulknor upon this occasion; but as every officer and man in the army and squadron bears testimony to it, this incomparable action cannot fail of being recorded in the page of history. The grenadiers and light infantry made good use of their field-pieces and muskets, and soon after the surrender of the Fort, took possession of the town, by the bridge over the canal at the back of it, while a strong detachment from the naval battalions at Point Negro, under the command of Captains Rogers, Scott, and Bayntun, in flat boats, barges, and pinnaces, approached the beach in front. Mons. Rochambeau did not lose a moment in requesting that commissioners might be appointed to consider of terms of surrender; and the general and I named Commodore Thompson, Colonel Symes, and Captain Conyngham, to meet three persons named by him at Dillon's Plantation, at nine o'clock on the 21st, and on the 22d the terms were concluded. The rapid success of his Majesty's arms had been produced by the high courage and perseverance of his officers, soldiers, and seamen, in the most difficult and toilsome labours, which nothing short of the perfect unanimity and affection between them and their chiefs could have surmounted.

Commodore Thompson conducted the enterprise on the side of La Trinité like an able and judicious officer. Captain Henry carried on the business at Ance d'Arlet with great energy, and has been indefatigable in forwarding all the operations he has had a share in. To Captains Brown, Nugent, Harvey, Markham, Faulknor, Sawyer, Carpenter, and Scott, I am greatly indebted, for the manner in which they conducted the attack against St. Pierre. Captains Harvey, Kelly, Rogers, Salisbury, Incledon, Riou, Lord Garlies, Carpenter, Scott, and Bayntun, have gained great reputation in the army by the conduct of the naval battalions, and working parties under their command. Captain Berkeley (since the arrival of the Assurance) has furnished a powerful reinforcement of men from that ship. Captain Pierrepoint has been very active in the services allotted to the Seaflower. In Captain Grey I have found the experience of age, joined to the vigour of youth. The captains of the 44-gun ships armed en flute, of the store-ship and hospital-ship, have done well.

For other particulars I beg leave to refer their Lordships to Captain Powlet, who carries this despatch, and to Captain Markham, of the Blonde, who conveys him. They served with Commodore Thompson at

La Trinité, and arrived on the south side of the island in time to have a share in most of the transactions there.

I have the honor to be, Sir, &c.



P. S. Inclosed also is a list of the killed and wounded belonging to the squadron under my command, also a letter I received from Commodore Thompson.

An Account of the Number of Officers and Seamen Killed and Wounded.

Boyne.—1 lieutenant and 5 foremast men, wounded.
Vengeance.—2 foremast men killed; 2 ditto wounded.
Irresistible.—1 foremast man killed; 5 ditto wounded.
Asia.—3 foremast men killed; 5 ditto wounded.
Veteran.—1 foremast man killed; 1 lieutenant and 3 foremast men wounded.
Winchelsea.—1 foremast man killed.
Quebec.—1 foremast man killed; 1 surgeon and 2 foremast men wounded.
Dromedary.—2 foremast men killed; 1 captain and 1 foremast man wounded.
Nautilus.—2 foremast men killed.
Avenger sloop.—1 captain killed.
Zebra sloop.—1 foremast man wounded.

Name of the Officer Killed.

Captain James Milne, of the Avenger.

Names of the Officers Wounded.

Captain Sandford Tatham, of the Dromedary; Lieutenant Thomas Henry Wilson of the Boyne; Lieutenant Thomas Clark, of the Veteran; Mr. Robert Lindsay, surgeon of the Quebec.

SIR, *Fort Royal, March* 20, 1794.

I have the pleasure to acquaint you, that the only loss we have sustained in the capture of Fort Royal, is the pilot of the Zebra killed, and four seamen belonging to the same ship wounded. So soon as I perceived she could fetch in, I gave orders to Captains Nugent and Riou, who commanded the flat-boats, which, with the men embarked in them, were laying upon their oars, to push in, and mount the walls; when every exertion was made, and the boats seemed to fly towards the Fort. Captain Faulknor, in the mean time, in a most spirited and gallant manner, entered the harbour through the fire of all their batteries, and laid his sloop alongside the walls, there being deep water close to; when the enemy, terrified at his audacity, the flat-boats full of seamen pulling towards them, and the appearance of the troops from all quarters, struck their colours to the Zebra. A well-directed and steady fire from the gun-boats under Lieutenant Bowen, as also from our batteries, was of great service. The alacrity and steadiness of the officers and seamen in general under my command was such, that I had not the least doubt of success against the whole force of the enemy, had they disputed our entrance.

The Fort is full of ammunition and stores of all sorts, but the buildings are in a miserable condition from the effects of our bombs, the gun-boats, and batteries. I have the honor to be, Sir, &c.

Vice-admiral Sir John Jervis, K.B.
Commander-in-chief, &c. &c. &c.

C. Thompson.

[To be continued.]

NAVAL HISTORY OF THE PRESENT YEAR 1817.

(August—September.)

RETROSPECTIVE AND MISCELLANEOUS.

WE have, in our Nautical Selections, given an account of the embarkation of the Prince Regent on board the Royal Yacht, with the early proceedings of his Aquatic Trip. We hope the result will be in every respect satisfactory—that his Royal Highness will have derived both health and pleasure, and that the Navy in general will become an object more consonant with the feelings, and more obvious to the *favour* of Royalty, than for some years past it seems to have been. This apparent slight may perhaps be in some degree attributed to the comparatively early close of its services, nothing on the grand scale having been effected since the year 1805, nine years before the termination of the war. Our truly Noble Nelson had then completed the destruction of the fleets of our enemies—and the Navy left to our armies the advantage of *later* services—services increasing in brilliancy to the final victory of Waterloo. But let it be at the same time remembered, that great and important as were our victories in the field, our naval victories, and especially that of *Trafalgar*, were of a character never before equalled.

We understand it is the intention of the Prince Regent to appoint several officers as his naval aid-de-camps. In whatever way it may please his Royal Highness to countenance the Navy, we hope it will be worthy of her character, which is certainly that of Britain's *Right Arm.* Far be it from us to wish the existence of the smallest ground of jealousy on the part of the Army—be the two services equally respected, as in their merits equal.

It appears that Denmark, in her present reduced condition, in point of territory and revenue, limits her views with respect to the new Navy, which is in the course of building, to eight sail of the line.

A letter from Captain Aston, of the Alligator West Indiaman, states, that on his voyage to the West Indies, he was grossly insulted, and had his cargo plundered by the Porpoise, Buenos Ayres privateer; and some of the privateer's crew confessed that they had a few days before plundered another English vessel, and, what is yet more horrible, sunk her, with all her crew. We regret to have to add, that several of the actors of these enormities were British subjects; and one of them was fully identified by a seaman of the Alligator, who had served along with him in a British man of war!

A METEOROLOGICAL JOURNAL,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From the 24th of August, to the 20th of September, 1817.

1817.	Winds.	BAROMETER. Max.	Min.	Med.	THERMOMETER. Max.	Min.	Med.	Evap. in In. &c.	Rain in In. &c.	
		In.	In.	In.	°	°	°			
Aug. 25	S. to W.S.W.	29·44	29·28	29·360	64	55	58·5	—	·51	
26	S. to S.W.	29·17	28 99	29 080	64	51	57·5	—	.63	○
27	W.	29·60	29·30	29·450	67	50	58·5	·35	·28	
28	W. to S.	29·89	29·82	29·855	69	55	62	—	·07	
29	W. to W.S.W.	29·97	29 78	29·875	66	55	60·5	—	—	
30	W.S.W. to S.S.E.	30·05	29·98	30·015	67	54	60 5	—	·17	
31	W.S.W.	30·10	30·00	30·050	66	48	57	·40	—	
Sept. 1	W. to S.b.E.	30·22	30·18	30·200	66	49	57·5	—	—	
2	E.	30·16	30·05	30·105	71	59	65	—	—	
3	E. to W.b.S.	30·10	30·02	30·060	71	51	61	·80	—	☾
4	N.W. to W.	30·32	30·23	30·275	67	50	58·5	—	—	
5	W. to S.	30·34	30·31	30·325	69	50	59·5	—	—	
6	W. to S.S.E.	30·27	30·27	30·270	68	49	58·5	·80	·01	
7	S.E.	30·26	30·20	30·230	68	52	60	—	—	
8	E.N.E. to W.	30 13	30·12	30·125	72	53	62·5	—	—	
9	E. to N.E.	30·21	30·20	30·205	71	53	62	·75	—	
10	E.N.E. to N.W.	30·17	30·16	30·165	70	52	61	—	—	●
11	N. to S.	30·20	30·18	30·190	70	52	61	—	—	
12	S.W. to N.W.	30·08	30·08	30·080	69	47	58	·30	—	
13	N.E. to E.	30·14	30·10	30·120	68	52	60	—	·80	
14	N E.	30·05	30·00	30·025	68	58	63	—	·06	
15	E N.E. to S.S.E.	30·18	30·10	30·140	76	58	67	·35	—	
16	E.S.E to E.	30·20	30·17	30·185	71	57	64	—	—	
17	E. to E.N.E.	30·13	30·00	30·065	70	57	63·5	—	—	☽
18	N. to N.E.	29·83	29·80	29·815	65	54	59·5	·30	·05	
19	N.N.W. to W.	30·15	30·03	30·090	68	48	58	—	—	
20	N.W. to N.E.	30·20	30·19	30·195	68	48	58	·30	—	
		30·34	28.99	30·020	76	47	60·4	4·35	2·58	

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

RESULTS.

		Inches.		
BAROMETER	Maximum..	30·34	Sept. 5th,	Wind S.
	Minimum..	28·99	Aug. 26th,	Ditto S.W.
Range		1·35		
Mean barometrical pressure		30·020		
Greatest variation in 24 hours		·61		
Number of Changes........		15		
THERMOMETER	Maximum..	76°	Sept. 15th,	Ditto S.S.E.
	Minimum..	47	Do. 12th,	Ditto N.W.
Range....................		29		
Mean thermometrical heat ..		60·4		
Greatest variation in 24 hours		22		

Evaporation during the period 4·35 Inches.
Rain, ditto 2·58 Do.
Winds variable, but for the most part Easterly.

On the 1st inst. the Wind veered round from the Westward, from whence it had blown for many weeks, to the opposite point, and, happily for the Husbandman, fine dry weather followed (except on the 14th, and part of the 15th and 18th,) which has enabled those in this County to get in very favourably their luxuriant crops of Corn. On the 20th ultimo the barometrical column was under 29 inches, which is lower than we have seen it since the 19th of January last; but from the 30th ultimo to the 17th instant the Mercury kept up above 30 inches, thereby indicating the light and seasonable state of the atmosphere. We have experienced summer-heat only once the (15th instant) since the hot weather in June last; and had it not been for the almost unprecedented heat at the latter end of that Month, the Corn harvest would undoubtedly have been four or five weeks later.

REMARKS ON THE WEATHER.

Aug. 25. A.M. heavy rain and wind: the afternoon fine, with *cirrocumulus* and *cumuli*, large crowned *nimbi*, and showers after sun-set. At ½ past 8 o'clock, a perfect lunar Iris, or Rainbow, appeared about 10 minutes on a large *nimbus*, or rain-cloud, in the NW. the Moon being nearly full in the SE.: the prismatic colours of this rare phenomenon were distinctly seen, but they were much fainter than those which formed the solar Rainbow on the following afternoon. The lunar Iris is apparently of the same extent as the solar, whose exterior bow makes a semicircle of 101° 24′, and the interior 84° 34′, when the Sun is of a proper altitude to produce the widest bow. The lunar interior bow is also formed like the solar interior bow; *viz.* by two refractions of the Moon's rays, and a reflection in the round drops of rain about the axis of vision, or in the line of aspect.

26. An overcast sky and a low Barometer: at noon a storm of hail and rain, with lightning and thunder: P.M. showers and sun-shine, afterwards *cumuli* capped with *cirrostratus*, below ramified and lunar *cirrus*.

27. A.M. fine, with *cirrostratus* and *cumuli*: at ½ past 12 o'clock a sudden storm of rain sprang up from the West, accompanied with many vivid flashes of red lightning, and tremendous claps of thunder; the first peal with us was in the zenith, thence a great discharge of atmospherical electricity descended perpendicularly from the tail or windward side of a *nimbus*: P.M. fine and calm, with *cirrocumulus* in large beds.

28. A summer-like day: an overcast sky and rain at night.

29. A fair day and night, with westerly breezes, and various *strata* of clouds, the lighter modifications prevailing.

30. Overcast, with *cumulostratus* and *nimbi*: drizzling rain in the day, and showers by night.

31. A fine day, with *cirrus* and *cumuli*, and a strong breeze from the SW. a clear night and much dew.

Sept. 1. A *stratus* on the Harbour and at Spithead: all the modifications of clouds have appeared to-day, yet the sky has not been completely overcast, nor has there been any appearance of rain: a fine day: the night as the preceding.

2. A gentle breeze from the East, with linear *cirrus*; then *cumuli*: a solar halo, 44°. in diameter, from noon till 2 P.M. on a thick veil of *cirrus*, which afterwards passed to attenuated *cirrostratus*: a fine day and night.

3. A.M. a transparent atmosphere, and distant *cumuli* in the Western horizon: P.M. *cirrus*, *cirrostratus*, and much dew in the night.

4. A brilliant and cloudless day: at 9 P.M. a meteor descended from an altitude of about 50° in a SW. direction, and left a long sparkling train behind it: a clear night and much dew.

5. As the preceding day and night, with the addition of distant *cumuli*.

6. Calm, with thick linear *cirrus*, and a *stratus* on the Harbour: at noon we observed about 60 nodules, or small round brilliant spots, and

four small opaque bodies on the Sun's disc: a fine day: the Sun set fiery red, and gave a red tint to the prevailing *cirrus*: a thick fog from 8 till midnight—the fog and dew produced $\frac{1}{100}$ of an inch in depth of water.

7. A.M. as the preceding: at noon broad bands of fleecy *cirrus*, pointing to the North and SW.; this cloud, and a *cirrostratus* under it, passed through several colours at sun-set, and the Western sky immediately above them displayed a blush, or rose-colour, to a considerable altitude: a fair day: at 9 P.M. the *Via Lactea*, or Milky Way, was very bright from NNE. to SSW. passing through the constellations Perseus, Cassioped, Cygnus, Aquila, and Sagittarius: a clear night.

8. A.M. a clear sky: at 3 P.M. plumose *cirrus* from the South, which, on its descending into the lower medium, passed to *cirrocumulus*, and was forced back by an opposite current from the North: a calm fair day, and a clear night, with much dew.

9. A fine day and night, and a gentle breeze from the E. and NE.

10. At 8 A.M. a solar halo 44° in diameter: the day and night as the preceding.

11. A.M. the sky overcast, and misty below: P.M. *cirrostratus* and *cumuli*: a clear night, and a copious fall of dew.

12. *Cirrostratus* early, and a fresh breeze: at 2 P.M. a solar halo 44° in diameter, formed on a thick veil of *cirrus*: a fine day: the Sun set very red under a large *cumulostratus*, whose under edge was tinged with several colours: some light rain in the night.

13. A.M. fine, with *cirrus*, *cirrostrati*, and *cumuli*: P.M. an overcast sky and heavy rain.

14. A.M. *nimbi*, with wind and showers from the NE.: P.M. cloudy and fine: at 11 o'clock several flashes of lightning.

15. Fine, with *cumuli* and *cirrocumuli* above *cirrostrati*: this is the first day of summer-heat that we have had since the hot weather in June last: a rose-blush both in the eastern and western sky near the horizon after sun-set: a clear night, and much dew.

16. A *stratus* on the Harbour and at Spithead at 6 A.M., afterwards *cirrostratus* sweeping the ground, and distant *cumuli*: P.M. as the preceeding.

17. A clear sky till 9 A.M., then *cirrostrati*, *nimbi*, and a fresh breeze from the NE.: P.M. sunshine and light clouds.

18. A.M. *cirrostratus* below *cirrocumulus*, and a breeze from the North, followed by rain: P.M. fine, with a *strata* of cloud.

19. A fine day, with *cirrocumulus* and *cumulostratus*: a clear night, and much dew. Last evening, from ½ past 8 till 9 o'clock, we observed the Aurora Borealis, or Northern Lights, between the NW. by N. and the N. by E. point: there was only a low *cirrostratus* cloud near the northern horizon at the time, above which the *Aurora* ascended in the form of thick and slender pillars of light, or like the inverted columns of electric fluid from metallic points; for they sometimes terminated like the top of a cone, and at others like the long flame of a candle. Eight perpendicular columns

of light appeared at intervals, nearly equidistant from each other; the highest rose about 40° above the horizon, under *Stella Polaris*, and the thickest directly under *Benetnasch*, in the tail of *Ursa Major*. At length the whole space between the above points seemed completely illuminated to a certain height, when it gradually diminished in splendour, and wore off. Had not the Moon been so brilliant in the opposite hemisphere, the *Aurora* would have appeared still more beautiful: the medium through which the lights passed being transparent, they did not exhibit a variety of colours, like those which we observed on the evenings of the 8th and 9th of February last.

20. A clear sky till 11 A.M., afterwards fine, with *cirrocumulus*, above dense sheets of *cirrostratus*: a clear moonlight night.

ERRATA.—For 4·06 inches of evaporation in the last line of the last *Meteorological Table*, read 4·65 inches: and for May and June in the first column of that Table, read *July* and *August*.

DEATHS.

On Sunday morning the 31st of August last, departed this life at the Admiralty-house, on Mount Wise, Plymouth-dock, Admiral Sir John Thomas Duckworth, G.C.B. Commander-in-chief at that port.

In the eighteenth Volume of our Chronicle, we gave a portrait of the gallant Admiral, and a memoir of his public services to the period of his expedition to Constantinople in the spring of the year 1807, an expedition which failed, but under circumstances which rather increased, than diminished, the lustre of his professional character. On his return from the Mediterranean, the Admiral served as second in command of the channel fleet, and in January 1810, was appointed governor and commander-in-chief at Newfoundland, an appointment which regularly terminated in 1813, at which time he was honoured with a baronetcy.

On the 9th of January, 1815, having assumed the chief command at Plymouth, he removed from his mansion-house at Wear, near Exeter, to the Admiralty-house at Plymouth-dock, where he entered upon his final course of service, and of his conduct in it we find the following account in the Plymouth Telegraph, which as the testimony of those who were eye-witnesses of it, we shall extract as a final addendum to our former notice of this brave officer and worthy man.

lymouth-dock was now his home. And let us view him supporting the dignity of his rank and station, exercising the virtues of good neighbourhood and hospitality, and mingling with the dignity of a commander, the ease and good humour of the open-hearted host at the table and fire-side. Frankness and good nature gave a zest to the banquet; and the guests departed with sentiments of esteem increased by familiarity, and of friendship, sweetened and confirmed by convivial intercourse.

Thus he appeared at his official residence at Plymouth; and perhaps there may be no less fallible criterion of an amiable and useful character, than the opinion of a vicinity. Every ear is attentive, and every eye open to observe a superior who is constantly near. Let then the opinion of the vicinity be the test of our Admiral's social virtue. He lived beloved and died lamented by all ranks of the people of Plymouth—the daily, hourly witnesses of all his transactions and deportment. And how were the people interested during his illness? Every tongue was busied in anxious enquiries respecting the vicissitudes of his sickness before he departed; and when he was no more, every countenance displayed a gloom and dejection. There was indeed a general mourning independent of the outward garb; a mourning of the heart, which diffused over the whole neighbourhood an air of melancholy. His death seemed to leave a dismal void, and an aspect of desolation, in a place lively from its wonderful population and industry, and gay from the beauties of its natural and cheerful scenery.

As he lived so he died, a splendid example of active and passive fortitude. He suffered much, but he bore it with patience. Not a sigh or a groan burst from his bosom. To the very last he fulfilled his official duties, his unconquerable spirit supporting him under the painful effort which they required.'

Such was the man whose loss we deplore. The kindest feelings were so blended with the energies of his manly character, that formed as he was for decisive action, he had talents for active beneficence, and delighted in doing good. His understanding seconded the propensities of his heart, and tended to render his benevolent purposes speedily efficient. His purposes of service were followed by an alacrity and perseverance which paused not till the purpose was accomplished. It is an ancient observation, that a good man is a public good. In the instance of the Admiral, a good man was also a private and positive good, to most of the individuals with whom he was connected. He was a friend, not in word, but in deed; and many respectable persons now living, are able, and without doubt, willing to testify, that they and their families have cause to remember him with gratitude, for substantial benefits which he procured for them, by a zealous, indefatigable, and judicious promotion of their advancement and prosperity.

On Monday morning the 8th of September, the funeral procession of Sir John Duckworth commenced in the following order:

Cavalry
Royal Artillery
Marine band of Music
Royal Marines with Colours
Chaplain of the Spencer — Chaplain of the Superb
Admiral's Bargemen (two and two)
Midshipmen of the Ships in Port (two and two)
Lieutenants of the Ships in Port (two and two)
Commanders of the Ships in Port (two and two)
Captains of the Ships in Port (two and two)

The Hearse

Mourning Coaches
First containing
Commodore Broughton, Senior Officer
Captain of the Impregnable
Commissioner
Governor of the Royal Naval Hospital.
Second
Private Friends and the Admiral's Secretary.
Third
Private Friends.
Fourth
Mr. Hammick, Surgeon of the Hospital
Surgeon of the Impregnable
Flag Lieutenant
Chaplain of the Impregnable.
90th Band of Music
90th Regiment with Colours
64th Band of Music
64th Regiment with Colours
Major-General Browne and Staff
Major-General Strickland and Staff
Junior Officers of the Army and Navy
Field Officers, and Captains of the Navy
General and Flag Officers
Other Friends
Private Carriages.

The procession accompanied the funeral as far as the turnpike-gate, beyond Plymouth, during which minute guns were fired from the battery on Mount Wise, the Citadel, and from the Impregnable, and the other ships in the Hamoaze. No public spectacle in the West of England ever drew together such a multitude of spectators. The hearse, followed by five mourning coaches, and twenty-five gentlemen's carriages, arrived at the lodge gate of Wear house, the seat of the deceased, at two o'clock on Tuesday, and from thence proceeded to Topsham church, where the funeral service was performed by the Rev. J. Carrington, and the corpse deposited in the family vault in the church.

The coffin was covered with crimson silk velvet, and studded with 2,500 silvered nails. On the lid was a large silver plate, on which were engraved the armorial bearings* of the deceased, and the following inscription—"Admiral Sir John Thomas Duckworth, Bart. G.C.B. obiit August 31, 1817, Ætat. 69."

September 4. At Sandwich, after a long illness, the consequence of a severe paralytic attack which she had eleven years since, and from which she never recovered, Mrs. Judith Harvey, aged 74 years, relict of the late Captain John Harvey, who fell on the memorable first of June, 1794, whilst gallantly commanding his Majesty's ship Brunswick, in the honourable post of Second to Admiral Earl Howe, and the mother of Rear Admiral John Harvey, commander-in-chief at the Leeward Islands, and of Captain Edward Harvey, R.N. When Sir Charles Pole, much to the credit of his honor and humanity, brought before Parliament a comparative scale of pensions to the widows of naval and military officers, to show how unequally the two services had been considered, he particularly instanced the case of Mrs. Harvey, and a stronger he could not have selected—for at the time the pension was granted, it was generally and justly deemed inadequate, not only to the eminent services her husband had rendered to the country, but to his rank, he having obtained on his death-bed, an assurance from *authority* that the promotion of flags which was about to take place, would extend to him—in fact, that he was an admiral. The information was received by Captain Harvey with the most heartfelt satisfaction; declaring, that having attained the honour he had so long aspired to, he should die happy. On the 30th of June, this gallant officer died; and the promotion having been delayed until the 4th of July, he was not included! This disrespect to his memory, independent of the pecuniary loss to his widow, which attended it, was severely felt by her and his family. Surely the posthumous honours and emolument of such a man should not have been affected by the mere delays of office.

12. After a short but severe illness, at the Royal Hospital, Greenwich, Capt. Nathaniel Portlock, R.N. whose loss will be most truly regretted by all who have the happiness of his acquaintance, either in his duties as an officer, or as a most affectionate and much esteemed friend in private life. Mildness and benevolence were at all times displayed on his countenance, and his actions accorded with those endearing expressions, for he was a friend to all. In the relative duties of husband and parent, few, if any, could excel him; and deeply to be lamented is the heavy affliction, thus suddenly brought on an amiable family, with whose sorrows the writer (who had the happiness of serving under his command when a youth) mingles the tear of sympathy, and offers this small tribute of respect to the memory of his departed and valuable friend, whose loss he shall ever most deeply deplore.

Corrigendum.—Page 131, for "and offering them a retaining protection in time of peace," read, "and to protect them in time of peace from that poverty and disgrace which has lately befallen them."

Errata.—Page 104 (note), for 3 feet of 6, read 3 out of 6. Page 109, line 15, for invested, read inserted. Page 112, line 7, for port, read post.

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* *Vide* Vol. xviii. page 27.

BIOGRAPHICAL MEMOIR

OF THE LATE

CHARLES BOYLES, Esq.

VICE-ADMIRAL OF THE BLUE.

> Unbounded courage and compassion joined,
> Tempering each other in the victor's mind,
> Alternately proclaimed him good and great,
> And made the Hero and the Man complete.
>
> DRYDEN.

THE following unadorned Narrative of the Public Services of this Gentleman, we in compliance with the wishes of the writer give as we received it. The character of them does not need the aid of literary embellishment to recommend it to those who knew him. The numerous friends who enjoyed his society both in public and private life, can bear testimony to the brilliant and amiable qualities which he possessed and exerted in those respective stations.

His conduct when commanding the Windsor Castle, in the action of the 22d July, 1805, under Sir Robert Calder, with the combined French and Spanish fleets, would be alone sufficient to establish the credit of his public character; but when it is considered that he passed nearly half a century in the naval service of his country, and in every stage of it evinced his title to the successive gradations of honour which he obtained, it must be inferred that the series of his professional exertions were such as to claim the lasting gratitude of his countrymen.

Vice-admiral Boyles was the son of Charles Boyles, Esq. Collector of the Customs at Wells, in Norfolk. In the year 1771, at the age of fifteen, he embarked with the late Lord Nelson,* on board his Majesty's ship Raisonable, of 64 guns, commanded by Captain Suckling,† to whom he was recommended by Marquis Townshend, and afterwards served the principal part of his time as midshipman and master's mate, with Captain Sir Thomas Rich,

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* *Vide* vol. iii. p. 157, for portrait and memoir of Lord Nelson; and for addenda to the memoir, see vol. xiv. 386.

† A portrait and memoir of Captain Suckling are given in vol. xiv. p. 265.

in the Enterprize frigate, on the Mediterranean station. He was afterwards promoted, and served as lieutenant of the Duke, of 98 guns, commanded by Captain (afterwards Lord) Gardner,* in the memorable defeat of Count de Grasse, by the fleet under Lord Rodney,† on the 12th of April, in the West Indies.‡ He remained on that station until he was promoted to the rank of Commander, and appointed to the Barbadoes sloop of war, in which ship he returned to England. The Zebra sloop having been selected to be stationed on the coast of Ireland, Captain Boyles was appointed to her, and continued in the command of her for three years, when she was paid of. He then commissioned the Vulcan fireship, and out of that ship he was made a post captain.

In 1792, Captain Boyles married Mary Dorothea, daughter of the late Captain James Hawker, of the royal navy. On the breaking out of the war in 1793, Captain Boyles was appointed to the Pegasus frigate, of 28 guns, and shortly after, at the particular request of Admiral Kingsmill,§ to the Swiftsure, of 74 guns, bearing his flag, and stationed on the coast of Ireland; the Admiral's residence being on shore at Cork, the Swiftsure usually cruised at sea, and being ordered to see a convoy, under the St. Alban's, a certain distance on their passage to the West Indies, the 5th of May, 1794, fell in with two French frigates, one of which, the Atalante, of 38 guns, was captured by the Swiftsure, after a chase of 38 hours.

In May, 1795, the Swiftsure, with the Hannibal, was put under the orders of the Leviathan, Captain Duckworth,‖ and sailed for St. Domingo, and the Jamaica station. On their arrival, the commander-in-chief, Admiral Parker, having his flag in the Raisonable, of 64 guns, obtained leave of the Admiralty to remove it to the Swiftsure, as a superior ship, by which arrange-

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* At page 177 of vol. viii. will be found a portrait and memoir of Lord Gardner; and at page 191 an account of his appointment to command the Duke.

† For memoir of Lord Rodney, *vide* vol. i. page 349; and for a portrait, vol. xxv. p. 401.

‡ For an account of this memorable action, see vol. i. p. 389.

§ *Vide* vol. v. p. 189, for portrait and memoir of Admiral Sir Robert Kingsmill, Bart.

‖ A portrait and memoir of Sir J. T. Duckworth are given in vol. xviii. p. 1; and for an account of his death and funeral solemnities, *vide* page 262 of the present volume.

ment Captain Boyles became commander of the Raisonable, the ship he first entered when he commenced his career in the navy, and remained on this station until the month of September, 1797, when he was sent home by Commodore Duckworth, and refitted, after one cruise with Lord Bridport,* in quest of the French fleet, which attempted a descent upon Ireland.

She sailed in March following, with an India convoy, to the Cape of Good Hope, being intended to join a squadron under Lord Hugh Seymour, on an expedition to the South Seas, but from its not taking place, she remained on the Cape of Good Hope station, occasionally cruising off the Isle of France, and Madagascar, till July, 1799, when she convoyed a fleet of Indiamen to England, and then joined the Channel fleet under Lord Bridport.

In 1800, the Raisonable was repaired at Chatham, and then ordered to the North Sea, under the late Admiral Sir Archibald Dickson.

In 1801, Captain Boyles was appointed to command the Saturn, of 74 guns; and before he joined her, to the Belleisle, of 74. In August he was removed into the Captain (74), all employed in the Channel Fleet. After the peace took place in October, the Captain was sent, with several other ships, to Jamaica, under Sir J. T. Duckworth, where she remained until January, 1802. She then came home, and was paid off. After the war recommenced, Captain Boyles was appointed, in April, 1804, to the Courageux, 74, and proceeded with an India convoy to St. Helena, bringing another convoy back in October. The Courageux afterwards joined the Channel Fleet.

In January, 1805, Captain Boyles was appointed to the Windsor Castle, of 98 guns, and cruised with a detached squadron in the Bay of Biscay. Having joined Sir Robert Calder's † fleet in July, the Windsor Castle was particularly engaged in the action with the combined French and Spanish fleet on the 22d, when she had six officers and fifty men killed and wounded, and was so disabled as to be obliged to return to England with the two line-of-battle ships, prizes. Being repaired, the Windsor Castle joined the

* For memoir of Lord Bridport, *vide* vol. i. page 265.

† In vol. xvii. p. 89, are given a portrait and memoir of Sir Robert Calder.

Channel Fleet under Admiral Cornwallis,* and was detached with a squadron under Sir Samuel Hood,† off Rochfort, on the 26th of September, when a squadron of French frigates, with troops for their colonies, were chased, and four taken.

The Windsor Castle, in November, was ordered under Lord Collingwood,‡ off Cadiz, and soon after to the Mediterranean, where Captain Boyles was for some time senior officer in Sicily and Malta. In April, 1808, the Windsor Castle joined the squadron under Sir J. T. Duckworth, which passed up the Dardanelles, and in the arduous contest of repassing, and engaging the Turkish batteries, besides other material damage which she sustained, her mainmast was shot two-thirds through, by one of the extraordinary masses of stone, which weighed upwards of 800 pounds, and was 26 inches in diameter, that were fired at, and struck the ships of the squadron, and was in the possession of the late Sir J. T. Duckworth.

On the 28th of April following, Captain Boyles was appointed a Colonel of Marines, and the Windsor Castle was paid off in November, 1808.

In the month of October, 1809, Captain Boyles was promoted to the rank of Rear-admiral of the Blue; and in May following received an appointment as commanding Admiral at Malta. On his arrival off that Island, on board the Lively frigate (in which ship he had taken his passage from Gibraltar), on the 10th of August, at two in the morning, she unfortunately struck on a reef of rocks, and was lost, the crew saving themselves by the masts which were cut away for that purpose. Admiral Boyles's flag remained on board the Trident in Vallette harbour until September, when he was ordered to relieve Rear-admiral George Martin, in command of the squadron at Sicily, and hoisted his flag in the Canopus, at Messina. In February, 1811, Admiral Boyles received an offer from the commander-in-chief, Sir Charles Cotton,§ to be Captain of the Mediterranean Fleet (Sir Charles having communicated with the Admiralty on the subject), which

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* *Vide* vol. vii. p. 1, for portrait and memoir of Admiral Cornwallis.

† For portrait and memoir of Sir Samuel Hood, *vide* vol. xvii. p. 1.

‡ *Vide* vol. xv. p. 353, for portrait and memoir of the late Lord Collingwood.

§ For portrait and biographical memoir of Sir Charles Cotton, see vol. xxvii. page 353.

he declined, preferring the active command at Sicily. In September, being again ordered to Malta, and finding it did not agree with his health, he applied to be superseded, returned to England in the Pearl frigate, and struck his flag in February, 1812. He was promoted to the rank of Vice-Admiral on the 4th of June, 1814, and died on the 9th of November, 1816, leaving a widow and an only son, having served with honour and reputation in his Majesty's navy, principally at sea, in most countries and climates, for forty-five years.

NAUTICAL ANECDOTES AND SELECTIONS.

CAPTAIN KIDD.

THE case of Captain Kidd, while in agitation, engaged the attention of the public in a very eminent degree, though the man himself was one of the most contemptible of the human race. The town of Greenock, in Scotland, gave birth to Captain Kidd, who was bred to the sea, and having quitted his native country, he resided at New York, where he became owner of a small vessel, with which he traded among the pirates, obtained a thorough knowledge of their haunts, and could give a better account of them than any other person whatever. He was neither remarkable for the excess of his courage, nor for his want of it. In a word, his ruling passion appeared to be avarice, and to this was owing his connection with the pirates. When Kidd was in company with these abandoned people, he used to converse and act as they did; yet at other times he would make singular professions of honesty, and intimate how easy a matter it would be to extirpate these people, and prevent their making future depredations.

His frequent remarks of this kind engaged the notice of several considerable planters, who, forming a more favourable idea of him than his true character would warrant, procured him the patronage with which he was afterwards honoured. Before we enter into farther particulars respecting this man, it will be proper to say something of the situation of public affairs, previous to, and at the time he began to grow conspicuous.

Great complaints had been made, for years past, of the piracies committed in the West Indies, which had been greatly encouraged by some of the inhabitants of North America, on account of the advantage that could be made by the purchase of effects thus fraudulently obtained. This coming to the knowledge of King William III. he, in the year 1695, bestowed the government of New England and New York on the Earl of Bellamont, an Irish Nobleman, of distinguished character and abilities. Soon after his Majesty had conferred this honour on Lord Bellamont, his Lordship began to consider of the most effectual method to redress the evils complained of, and he represented to Colonel Levingston, a gentleman

who had great property in New York, that some proper steps should be taken to obviate the evils so long complained of. Just at this juncture, Captain Kidd was arrived from New York, in a sloop of his own: him, therefore, the colonel mentioned to Lord Bellamont, as a bold and daring man, who was very fit to be employed against the pirates, as he was perfectly well acquainted with the places they frequented. This plan met with the fullest approbation of his Lordship, who knowing how desirous the King was that this nest of pirates should be destroyed, mentioned the affair to his Majesty, who greatly applauded the design, and recommended it to the notice of the Board of Admiralty. The commissioners likewise approved it; but such was then the hurry and confusion of public affairs, that though the design was approved, no steps were taken towards carrying it into execution.

All that passed on this occasion being known to Colonel Levingston, he made an application to Lord Bellamont, and informed him, that as the affair would not well admit of delay, it was worthy (though it had not met with public encouragement) of being undertaken by some private persons of rank and distinction, and carried into execution at their own expense. His Lordship approved of this project, but it was attended with considerable difficulty: at length, however, the Lord Chancellor Somers, the Duke of Shrewsbury, the Earl of Romney, the Earl of Oxford, and some other persons, with Colonel Levingston and Captain Kidd, agreed to raise 6000*l.* for the expense of the voyage; and the colonel and captain were to have a fifth of the profits of the whole undertaking. King William approved of this plan so highly, and thought it would produce such great advantages to his subjects, that he promised to contribute to its success; and therefore a reserve was agreed to be made of a tenth part of the effects seized from the pirates, for the use of his Majesty: but after the contract was concluded, the King could not spare his share of the money, and therefore the whole was advanced by the persons above mentioned. Matters being thus far adjusted, a commission in the usual form was granted to Captain Kidd, to take and seize pirates, and bring them to justice; but there was no special clause or proviso to restrain his conduct, or regulate the mode of his proceeding. Kidd was known to Lord Bellamont, who once introduced him to the Earl of Oxford, and another gentleman presented him to Lord Romney. With regard to the other parties concerned, he was wholly unacquainted with them: and so ill was the affair conducted, that he had no private instructions how to act, but received his sailing orders from Lord Bellamont, the purport of which were, that he should act agreeable to the letter of his commission. A vessel was purchased and manned, and received the name of the Adventure galley; and in this Captain Kidd sailed for New York, towards the close of the year 1695, and in his passage made prize of a French ship. From New York, he sailed to the Madeira Islands, thence to Bona, Nisto, and St. Jago, and from this last place to Madagascar. He now began to cruise at the entrance of the Red Sea, but not being successful in those latitudes, he sailed to Calicut, and there took a ship of one hundred and fifty tons burthen, which he carried to Madagascar, and there sold.

His prize disposed of, he again put to sea, and at the expiration of five weeks, took the Quedah Merchant, a ship of above four hundred tons burthen, the master of which was an Englishman, named Wright, who had two Dutch mates on board, and a French gunner, but the crew, near ninety in number, consisted of Moors. This ship he carried to St. Mary's,* near Madagascar, where he burnt the Adventure galley, belonging to his owners, and divided the lading of the Quedah Merchant with his crew, taking forty shares to himself. They then went on board the last mentioned ship, and sailed for the West Indies. It is uncertain whether the inhabitants of the West India Isles knew that Kidd was a pirate; but he was refused refreshments at Anguilla and St. Thomas's, and therefore sailed to Mona, betwixt Porto Rico and Hispaniola, where, through the management of an Englishman named Bolton, he obtained a supply of provisions from Curaçoa. He now bought a sloop of Bolton, in which he stowed great part of his ill-gotten effects, and left the Quedah Merchant, with eighteen of his ship's company, in Bolton's care.

Kidd now sailed in the sloop, and touched at several places, where he disposed of a great part of his cargo, and then steered for Boston, in New England. In the interim, Bolton sold the Quedah Merchant to the Spaniards, and immediately sailed as a passenger in a ship for Boston, where he arrived a considerable time before Kidd, and gave information to Lord Bellamont, then the resident Governor, of what had happened. On Kidd's arrival, therefore, he was seized by order of his Lordship; when all he had to urge in his defence was, that he thought the Quedah Merchant was a lawful prize, as she was manned with Moors; though there was no kind of proof that this vessel had committed any act of piracy. Hereupon the Earl of Bellamont immediately despatched an account to England of the circumstances that had arisen, and requested that a ship might be sent for Kidd, who had committed several other notorious acts of piracy. On this the ship Rochester was sent to bring him to England; but this vessel, happening to be disabled, was obliged to return; a circumstance which greatly increased a public clamour which had for some time subsisted respecting this business. There is not the least doubt but that this clamour took its rise from party prejudice; yet it was carried to such a height, that the members of parliament for several places were instructed to move the House for an inquiry into the affair; and accordingly it was moved in the House of Commons, that " The letters patent, granted to the Earl of Bellamont and others, respecting the goods taken from pirates, were dishonourable to the King, against the law of nations, contrary to the laws and statutes of this realm, an invasion of property, and destructive to commerce." Though a negative was put on this motion, yet the enemies of Lord Somers and the Earl of Oxford continued to charge those noblemen with giving countenance to pirates; and it was even insinuated that the Earl of Bellamont was not less culpable than his associates. Accordingly, another motion was made in the House of Commons, to address his Majesty, that " Kidd might not

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* At this place 90 of Kidd's crew left him, and went on board the Mocha Merchant, an East India ship, which had just then commenced pirate.

be tried till the next sessions of parliament, and that the Earl of Bellamont might be directed to send home all examinations and other papers relative to the affair." This motion was carried, and the King complied with the request. On Kidd's arrival in England, he was sent for, and examined at the bar of the House of Commons, with a view to fix part of his guilt on the parties who had been concerned in sending him on the expedition; but nothing arose to criminate any of those distinguished persons. Kidd, who was in some degree intoxicated, made a very contemptible appearance at the bar of the House; on which a member, who had been one of the most earnest to have him examined, violently exclaimed, "D—n this fellow, I thought he had been only a knave; but, unfortunately, he happens to be a fool likewise."

At length Kidd was tried at the Old Bailey, and was convicted on the clearest evidence; but neither at that time, nor afterwards, charged any of his employers with being privy to his infamous transactions.

Kidd was hanged at Execution Dock on the 23d of May, 1701; but a circumstance happened at his execution that will be worthy of recital. After he had been tied up to the gallows, the rope broke, and he fell to the ground; but being immediately tied up again, the ordinary, who had before exhorted him, desired to speak with him once more; and on this second application, entreated him to make the most careful use of the few farther moments thus providentially allotted him for final preparation of his soul to meet its important change. These exhortations appeared to have the wished-for effect; and he was left, professing his charity to all the world, and his hopes of salvation through the merits of his Redeemer. Thus ended the life of Captain Kidd, a man, who, if he had entertained a proper regard to the welfare of the public, or even to his own advantage, might have become an useful member of society, instead of a disgrace to it. The opportunities he had obtained of acquiring a complete knowledge of the haunts of the pirates, rendered him one of the most proper men in the world to have extirpated this nest of villains; but his own avarice defeated the generous views of some of the greatest and most distinguished men of the age in which he lived. Hence we may learn the destructive nature of avarice, which generally counteracts its own purposes. Captain Kidd might have acquired a fortune, and rendered a capital service to his country, in a point the most essential to its interests; but he appeared to be dead to all those generous sensations which do honour to humanity, and materially injured his country, while he was bringing final disgrace on himself. The story of this wretched malefactor will effectually impress on the mind of the reader the truth of the old observation, that "Honesty is the best policy."—(*Malefactor's Register*, printed for A. Hogg, 16, Paternoster Row, 1728.)

UNION OF SEA AND INLAND NAVIGATION.

NOTWITHSTANDING the fine canal from Glasgow to Grangemouth, and the advantages afforded by the Frith of Forth from the latter place to Leith, it is acknowledged that, for the last twenty years, goods have in general

been conveyed with greater regularity and despatch between Leith and London, than between Leith and Glasgow, though the distance between the former places is above 400 miles, and between the latter not much more than forty. This has been occasioned, it appears, by the vessels employed in the trade between the rivers Forth and Clyde being so constructed, that such of them as were rigged in a manner suitable for the working up and down rivers, were totally unfit for the purpose of tracking with despatch along the canal; while, on the other hand, the vessels best adapted for tracking were, from their peculiar construction, totally unfit to navigate the rivers against contrary winds.

To obviate these difficulties, the vessels now about to be employed in the carrying trade between the Forth and Clyde, and which will be eight in number, and of the burthen, each of fifty tons, are to be peculiarly adapted for tracking through the canal; but in order that they may pass with equal regularity through the Frith of Forth, which is from two to seven miles wide; they are to be towed between the harbour of Leith and the entrance of the canal, a distance of more than 20 miles, by the TUG already mentioned. This DRAGGER, as it is called, or STEAM BOAT, is of considerable dimensions and force, having two engines, of 16 horse power each, which are so constructed as to act separately or together, as occasion may require.

From experiments already made, a sanguine expectation is entertained that the traffic between Glasgow and Leith, through the medium proposed, will, after these arrangements are completed, be daily carried on, as quickly as that by the carriers on land, and at only half the expense. So promising are the appearances of the project, that, though its origin be owing chiefly to the spirit of competition, it is likely to meet with and merit the public encouragement; and it is certainly entitled, from the judgment and spirit it manifests, to a considerable degree of praise. If it obtain the success expected, the example it is setting will doubtless speedily be followed in every case in which the application is admissible.

AN AFRICAN PRINCE.

A NARRATIVE of the voyage of the Congo, says—"In the forenoon, while waiting for the sea breeze, the Mafooka of Shark Point did the adventurers the honour of paying them a visit. In order to give them some idea of his importance, he made his appearance, attended by half a dozen miserable wretches, who had the felicity to be attached to his person. This fellow, though as dirty and as ragged a ruffian as could well be conceived, expected to be treated with all the respect due to a Prince. The side-ropes (covered with canvas), were not good enough for a person of his rank; superior accommodation he held to be due to his condescension; and acting on his persuasion, he demanded that a chair with a cushion should be provided for him on the quarter-deck. In the last-mentioned particular, it was impossible for them to comply with his wishes, and he was obliged to be satisfied with an ensign spread over it. His appearance, seated at the

taffrail, his otherwise naked body, habited in an old worn-out pelisse of red velvet, edged with gold lace, a green silk umbrella held over his head, though the sun was not out, and his silver-headed stick of office in his hand, was most ludicrous; and furnished as farcical a specimen of poverty and pomp, as that presented to our view in the garlick-fed Mandarin of Robinson Crusoe. This exhibition took place at the Captain's breakfast hour; and this august personage did not fail to make it known that he had no objection on such an occasion to be asked into the cabin. But his desire to partake of a meal with his new friends was not attended to, as the odours of his person, added to a cutaneous disorder with which he was covered, operated to his exclusion. Captain Tuckey's politeness (as he expressed himself) on this occasion, gave way to his stomach, and his guest was left to amuse himself on deck in the best way he could. He was not a little chagrined at being thus treated, but was subsequently brought into good humour by a salute from a swivel, and plentiful allowance of brandy. It did not appear that he had any object in coming on board, but that of getting a few glasses of liquor, and that given to him pleased him so much, that the voyagers were favoured with his company all that night, and the five following days. He informed them that there were three schooners and four pinnaces, all Portuguese, at Embomma, trafficking for slaves. He further told them, that at that season of the year, the transport could not get higher than Tall-Tree Island, about 40 miles up the river, on account of the shallowness of the water."

A PLAN TO PREVENT SMALL VESSELS, SUCH AS SLOOPS, SPRINGING A LEAK, AND THEREBY SINKING.

In small decked vessels, such as sloops, there are seldom more than three or four men to navigate them; so that if they spring a leak, the fatigue becomes so great at the pumps that the men are soon exhausted. When a sloop or small vessel is building, and before planking the bottom and sides, let the outside of the timbers be rubbed over with a mixture of pitch, tar, cow-hair and powdered charcoal made hot, and which, when cold, is of the consistency of shoemakers' wax; after rubbing the timbers on the outside with this composition, plank the bottom and sides; when the planks are caulked, fill all the spaces up between the timbers with this mixture, and also over the inside of the timbers, then nail on the ceiling or lining planks. It is impossible, if the seams of the outer planks are ever so open, for the vessel to leak: nor can either rats or mice penetrate between the timbers, because they will not touch this composition. Two small brass rollers, with friction wheels, fixedon the opposite sides of the pump spear, at the valve, will keep the pump-spear upright, and make the pump work easier.

ADMIRAL CROWN.

A PRIVATE letter from Cronstadt states, that the Emperor Alexander has lately visited his squadron in that port, and expressed his perfect satisfaction at the appearance and high order of the ships. Admiral Crown, who commands the Russian squadron, is a native of Scotland. He was

four years an acting lieutenant in the British service, when, finding he had to contend with bad fortune, and, perhaps, personal prejudice, he forsook the service, and went to Russia, where he soon obtained the command of a cutter, in which he shortly after captured a small Swedish frigate. He was thereupon promoted to a frigate, and soon he had the good fortune to capture a Swedish 64-gun ship. For this dashing enterprise he was promoted to the rank of Admiral, and, after only 15 years' service, he now stands the second Admiral upon the list of the Russian Navy. This Admiral had the command of the fleet that transported the Russian contingent, in June last, from Calais to Petersburgh. On his arrival with his squadron in Calais Roads, he sent large orders for provisions, good porter in particular, to various contractors on the opposite coast, who had supplied him, while lying in the Downs, in the year 1814. The contractors, not forgetting the handsome manner in which, on that occasion, they had been paid, were not tardy in executing his orders; and, accordingly, a flotilla, consisting of almost every description of small craft, was soon collected to convey the provisions to the Admiral's fleet, and they arrived off the fleet the day on which the orders were given; but as the weather was squally, they could not that night venture along the respective ships, and, consequently, as was naturally to be expected, took shelter in Calais harbour. In the morning, as soon as the tide served, they weighed anchor in order to depart, when they were immediately surrounded by a great number of Custom-house boats; and notice was given them, that not one of them would be allowed to leave the port without first paying the duties on the cargoes, the same as if they had been landed. This unexpected demand created amongst the victuallers the greatest consternation; they, however, contrived to despatch a six-oar cutter to the Admiral, to whom they communicated the intelligence, and requested his interference. Admiral Crown instantaneously despatched an officer on shore, with a letter to the Governor, demanding the immediate liberation of his victuallers, threatening, in the event of a refusal, to bombard the town; and gave the Governor one quarter of an hour to consider of it. The Governor requested an hour, in order to send a telegraphic despatch to Paris, for instructions how to act on so novel an occasion; to this the Admiral could not agree, and instantly made (clapping springs on his cables), preparations for bombarding the town; the Government perceiving this, ordered the victuallers to be released. This information was communicated to us by a gentleman who was at Calais at the time.

THE YACHT CLUB.

By an Ordinance of the King of France, the several Yachts belonging to the Noblemen and Gentlemen, forming the Yacht Club, established in the year 1815 (of which the following is a list), are exempted in the ports of France, from the tonnage and revenue duties, chargeable on vessels hired to convey passengers and carrying goods on freight; *viz.*

Owners.	*Names.*	*Tons.*
Anglesey, Marquis of	Liberty, cutter	42
Ashbrook, Viscount	———	—
Aylmer, Charles, Esq.	Maria Ann, ditto	34
Baring, W. Esq.	Sylph, ditto	52
Belmour, Earl of	Osprey, brig	224
Berkeley, Capt. F.	Phædra, cutter	18
Capper, Rev. G.	Halcyon, schooner	27
Challen, S. Esq.	Rattler, lugger	20
Craven, Earl of	Louisa, ship	325
Curtis, Sir William, Bart.	Rebecca Maria, cutter	76
Curtis, Wm. Esq.	Georgiana, ditto	11
Deerhurst, Viscount	Mary, lugger	20
Fazakerley, I. N. Esq.	Cygnet, cutter	57
Fitzgerald, J. Esq.	Atalanta, ditto	116
Gaven, W. Esq.	Wellington, ditto	26
Gordon, J. Esq.	Syren, ditto	31
Grantham, Lord	Mermaid, ditto	40
Halifax, T. Esq.	Alfred, ditto	46
Hare, Hon. W.	Adelaide, ditto	18
Herbert, H. A. Esq.	Coquette, ditto	18
Hippisley, Sir J. C. Bart.	Polly, ditto	25
Kirkwall, Viscount	Lively, ditto	30
Lewin, T. Esq.	———	—
Lindegren, J. Esq.	Dove, ditto	55
Melville, Viscount	Admiralty yacht	—
North, Rev. C. A.	Lord Nelson, cutter	75
Peach, S. P. Esq.	Harrier, schooner	36
Pelham, Hon. C. A.	Falcon, brig	155
Pulleston, Sir R. Bart.	Nancy, cutter	60
Shakespeare, J. Esq.	Fanny, schooner	21
Shedden, Colonel	Sylph, cutter	20
Smith, T. A. Jun. Esq.	Elizabeth, ditto	66
Symonds, J. C. Esq.	Henrietta, ditto	13
Thomas, Sir G. Bart.	Eliza, lugger	30
Thomond, Marquis of	———	—
Wardell, B. Esq.	Eclipse, yawl	10
Weld, Joseph, Esq.	Charlotte, cutter	60
Whatley, Colonel	———	—
Weld, James, Esq.	———	—
Williams, O. Esq.	Blue Eyed Maid, ditto	30
Vernon, Hon. G.	Nereide, ditto	67

Honorary Members.—Captain T. Alexander, R.N.; Hon. Courtnay Boyle, R.N.; Captain M. Bradby, R.N.; Hon. Captain C. Bridgman, R.N. Hon. Captain T. B. Capel, R.N.; Captain T. F. Chapman, R.N.; Captain A. Corry, R.N.; Captain John Dick; Viscount Fitzharris; Rear Admiral Sir J. Gore, K.C.B.; Vice Adm. Sir C. Hamilton, Bart.; Capt. F. Halliday, R.N.;

Captain Sir T. Hardy, Bart. K.C.B.; Captain T. Herbert, R.N.; Rear Admiral W. Lock; Captain W. Love, R.N.; Captain J. Lyons, R.N.; Hon. Captain A. Maitland, R.N.; Captain J. Nourse, R.N.; Captain J. S. Peyton, R.N.; Rear Admiral Sir H. Popham, Bart. K.C.B.; Captain G. F. Seymour, R.N.; and Vice Admiral Sir J. Yorke, K.C.B.

DINNER TO CAPTAIN BARRIE, R.N.

[Extracted from the *Preston Chronicle*, December 23, 1815.]

The following account of this gratifying compliment to a meritorious officer, has been sent us, with a particular desire for its insertion; and as it is at all times our inclination to devote the pages of the Naval Chronicle to the record of testimonies honorable to the officers of the British Navy, we most willingly comply with the wishes of our friend, although the date is somewhat too distant:—

On Thursday, the 21st of Dec. 1815, a public dinner was given, at the Bull Inn, to this distinguished character, in commemoration of his professional services; and more especially those which he has recently rendered to his country on the coast of America. The company, about 140 in number, was honoured by the presence of several gallant officers, who had served under Captain Barrie, and whose attachment had induced them to travel several hundred miles to join in this tribute of gratitude conferred upon their favourite commander. The room was decorated with naval trophies, and several flags, taken from the enemy by Captain Barrie, were hung against the walls. The dinner was provided with every requisite for such an entertainment; and when we state that T. S. Shuttleworth, Esq. presided, it is unnecessary to say that good humour and hilarity was painted on every countenance.

After the cloth was removed, *Non nobis Domine* was given by Messrs. Barton, Hogg, Hindle, and Dodgson.

The President then gave in succession the following toasts, all of which were drunk with the accompaniment of *three times three.*

His Majesty, Duke of Lancaster.
The Prince Regent.
The Queen and Royal Family.

Mr. Shuttleworth.—Though it has often fallen to my lot, on public occasions, to hold the situation which I have now the honour to fill, I never rose under feelings of so much anxiety as at present; an anxiety, lest the great cause in which we are engaged, should suffer in my hands; lest, as your President, I should fail in conveying to the breast of my gallant friend, those emotions which all around me should this day feel. In soliciting the honour of his company, we have been desirous of publicly testifying the high sense we entertain of his long and laborious services. I know my gallant friend too well, to allow myself, even on this occasion, to indulge in any lengthened enumeration of his public services. I know you too well, my friends, to consider such an enumeration necessary; you have, by your presence, acknowledged them. They have been admitted and honoured,

though inadequately, by his Prince; they have been stamped on the bright and illustrious annals of his country. Still I should not do justice to my own feelings, or satisfy the expectations of those who have placed me here, were I to propose the toast, which I shall shortly offer, unaccompanied by a few observations.

Captain Barrie entered, early in life, into the service of his country; from that moment to the present he has been unceasingly employed in its service. It would be a delightful task, were my abilities equal to it, to follow my gallant friend, prosecuting, under a *Vancouver*, researches which were to add to the public stock of British science. It would be a delightful task to me, to contemplate him wounded, yet still carrying, on the deck of the *Bordelais*, the sword of vengeance and of victory; and, in every quarter of the globe, nobly sustaining the honour of his country's flag, watching the ports of the enemy, crippling his commerce, and protecting our own. It would be delightful to trace him to the shores of Corsica, hurling vengeance upon the enemy. And, again, in the tremendous trial of shipwreck, and all its attendant horrors (which his warning voice in vain foretold), under the conduct of Providence, saving his brave companions for future scenes of danger and of glory.

I must now carry you to the last scene of his splendid achievements. It is well known, that in the late contest with the Americans, some occurrences took place which filled every British bosom with feelings of sorrow. But I am happy it is not my province to dwell upon these melancholy facts. In them my gallant friend has no share. His has been one uninterrupted course of victory.* All will recollect, that the winter before the last was remarkable for its uncommon severity: in this comparatively mild climate, we can form no adequate conception of the extreme horrors of that season in North America. During all that season, from September I believe to May, did my gallant friend, aided by his brave officers, so successfully maintain the blockade of the Chesapeak, under every privation, shortness of provisions, with only one sound anchor in the ship; that not a vessel of the enemy made its escape, one only excepted, the *Adams* frigate, which, under his immediate orders, was afterwards totally destroyed. His commander-in-chief so appreciated his professional knowledge, that he continued him on his station, notwithstanding orders from home to the contrary; and fortunate was it for his country that he did so. It is a fact which cannot be too generally known, that to his previously discovered information, communicated to the commander on the station, are we indebted for those signal successes under the brave and lamented General Ross, which ended in the capture of the American capital, and destruction of the squadron, 150 sail of the enemy's navy, including many ships bearing the enemy's flag, fitting out for the express purpose of annoying our trade. This is a service which demands a nation's praise, and a country's gratitude. The highest reward to which he and his brave associates have aspired, is their country's approbation. Long, long may they live to receive it.

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* *Vide* N. C. vol. xxxiii. p. 371, for a singular capture made by one of his officers.

In offering, this day, to my gallant friend, this our humble tribute of gratitude, humble as it is, I know it is valuable to him, as it is founded on sincerity and truth, and comes from the heart. To honour this entertainment, we invited the Lord Lieutenant of the County, the Members for the County, the Members of this Borough, and most of the leading Gentlemen in the County; but it has so happened, from the season of the year, the extraordinary severity of the weather, distance of place, and accidents of different descriptions, that but few of these distinguished characters are here to day. We also invited all those valiant men who have so ably seconded my gallant friend in his public services that were known to be in the country. Some have done us the honour of accepting the invitation; to them I beg leave to convey the cordial thanks of this company, and to express to them how highly we deem the honour received. Whether it may be reserved to my gallant friend to enjoy in security and peace, the delightful intercourse of social life, or again to be called to vindicate the rights of his country, and to chastise the insolence of America, he will carry with him our best wishes for his health and prosperity—he will carry our well-grounded assurance, that in no hands can be more safely placed the honor and dignity of our country. I will no longer detain you from that expression of your feelings, which you long to give vent to. I therefore propose to you the health of Captain Barrie, with three times three.

Captain Barrie.—Gentlemen—I rise to return you my most grateful thanks for the honour that you have done me. I labour under feelings to which no language of mine can give utterance; I hope, however, you will accept the will for the deed. I trust that if hereafter I be called to draw my sword in defence of my country's interests, that you will not have cause to blush for having thus distinguished me. My friend has pursued me too closely, and too highly estimated my merits; I was fortunately situated; I was surrounded by officers second to none in the navy, and I declare, that next to the assistance of God, every success was owing to their efforts. I will indulge myself in one pleasing sensation, at least, I will propose the health of Mr. Shuttleworth.

Mr. Shuttleworth.—Gentlemen—I have already occupied so much of your time, that I fear to trespass upon you. But I cannot but express the high sense which I entertain of the distinguished honour you have done me. I am particularly grateful to my honoured friend. My best energies will never be more heartily exerted than when he is the object of them.

A song, written for the occasion, was then sung by Mr. Hogg.

Air, "*Lochinvar.*"

When the tidings of victory burst on the world
From the loud pealing cannon and banner unfurl'd,
If the friend whom we love drew his sword in the fight,
The tale of his glory we read with delight,
And the eye of Affection grows dim with a tear,
When Fame thus emblazons a name that is dear.

Let us welcome the Chieftain from Ocean's wild wave!
On her bosom she ne'er bore a warrior more brave!

His friends—his companions—may hail him with pride,
For in storm and in battle his worth has been tried:
The *Chesapeak* trembled, her boasters grew pale,
When his conquering pennant rode high on the gale.

Fair Queen of the Islands! though bright thy career,
Some spots on the sun of thy glory appear;
Thy long-honour'd banner has bent to the foe,
The Atlantic indignant has seen thy flag low:—
But when BARRIE commanded, at sea or on strand,
Has Victory followed, still true to his brand.

St. Mary's has witness'd his skill in the fight;
And *Cumberland Island* has heard of his might;
Thy shores *Rappahanock!* remember the day
When thy soldiers before him retired in dismay;
Penobscot! thy sons stood aghast in surprise,
When the *Adams* in flames had illumin'd the skies.

The BATH's blushing ensign will glow on his breast,
The thanks of our country will hallow his rest;
His trophies of conquest shall hang on the wall,
The song of his triumph resound in the hall,
His deeds live in story, recorded by fame,
And the bright liquid ruby long flow to his name.

Toast.—Lord Melville and the Navy.

Glee.—The Mighty Conqueror.

Toast.—The Hon. Captain Gardner, R.N.

Captain GARDNER returned thanks.

Mr. SHUTTLEWORTH.—Gentlemen.—I beg leave to state, that there are here some gallant officers, whom no consideration of distance or inclemency of season could prevent from attending, to testify the value which they set upon Captain Barrie's friendship, and those days of glory which they have spent in his company. I give you the health of Captain Gabriel.

Captain GABRIEL.—Gentlemen.—I cannot express my gratitude for the honor which you have done me, but I conceive it to be my duty, and feel it to be my highest pleasure, to testify to the justice of the approbation you have bestowed upon the gallant services of my old commander. You are well acquainted with his merit. Nothing can equal his conduct in warlike achievements; but his private character is no less worthy your applause than his public services. This you will acknowledge, when I give you a recital of his generous actions. On board he was at much more expense in support of the sick, than in the maintenance of his own table. When we have put into a port where the rate of exchange was against us, he has told the midshipmen not to draw bills upon home, but come into his cabin, where there was a bag of dollars at their service. Frequently, when the ship was putting to sea, and the sailors' wives were ordered out of her, has he directed his steward to give to them a guinea each. On all occasions he has sacrificed his own interests to those of his officers and crew. To Captain Barrie I am indebted for my promotion; and so attached did I feel to him, that I have frequently desired he would not make application to the

Admiralty for my promotion, in order that I might continue to have the pleasure of serving under his command.

The President then gave Lieutenant Hoare, and stated to the company, that this young officer had come all the way from Sheerness, purposely to attend this meeting.

Lieutenant Hoare returned thanks, expressing the delight it gave him to be present on such an occasion, and his wish, in case of another war, to serve again under Captain Barrie; considering that the surest road to honor and distinction in his profession, was to fight under his banners.

Toast.—Captain Sir John Hilton, R.N.

Sir John returned thanks.

Glee.—Rule Britannia.

The President, on proposing the health of the High Sheriff of this County, stated, that a severe domestic calamity, which occurred only on Monday, prevented his attendance.

Toast.—The Mayor and Corporation, and success to the Borough of Preston, proposed by Captain Barrie.

The Mayor, on behalf of the Body Corporate, returned thanks for the honor done them.

Toast.—Lieutenant Cririe, R.N.

Lieutenant Cririe.—Gentlemen,—I return you my most sincere thanks for the high honor that has been done me. If there be any merit in my services, I must attribute it all to the benefit of the examples of Captain Barrie, and Captain Gabriel, who served as first lieutenant when I was his junior officer. I shall ever retain a most grateful sense of the high honor which you this day have done me, and I hope no future act of my professional life will give you cause to regret it.

Toast.—The absent Officers of the Dragon, late under the command of Captain Barrie.

Glee.—"England's best bulwark are her Wooden Walls."

Toast.—The Lord Lieutenant of the County.

Song by Mr. N. Grimshaw, "To Anacreon in Heaven."

Toast.—Major-general Fletcher.

Song by Mr. Fitton, "Ben Cable."

Toast.—His Grace the Duke of Wellington.

Toast.—Captain Langton.

Toast.—Captain Wingfield Yates.

The two latter were given as officers who had fought and bled under the Duke of Wellington, and they severally returned thanks.

The President then proposed to be drank, standing, and in solemn silence, "Repose to the ashes of those brave spirits who have fallen in their country's service."

Glee.—Peace to the souls of the heroes.

Song by Mr. Blanchard, "England Europe's Glory."

Toast.—Lieutenant St. Clare.

Toast.—The Members of the County.

Song by Mr. Barton, "England thou Land of Liberty."

Toast.—The Members of the Borough.

Toast.—Captain Barrie's mother, Mrs. GEORGE CLAYTON.

Toast.—Mr. GEORGE CLAYTON.

Song by the Rev. E. Law, "God save the King."

Toast.—Old Blucher.

Toast.—The Militia of the United Kingdom.

Toast.—The Deputy Lieutenants of Lancashire.

Toast.—EDWARD BOOTLE WILBRAHAM, Esq. and thanks for his venison.

Toast.—PETER PATTEN BOLD, Esq.

Song by the Rev. Mr. Morris, "British Sailors have a knack."

Lieutenant Jones, late of the Dragon, being prevented by his duty from attending, requested, by letter to the President, that the following toast might be given as his substitute:—"May the honor and interests of the British Navy ever be confided to such brave, humane, and honorable officers as Captain BARRIE."

The following glee, written for the occasion, was sung by Messrs. Barton, Hogg, and Dodgson:—

Air, "*Ye Gentlemen of England.*"

Erect, 'midst fallen nations,
Secure from all alarms,
Old England bids defiance
To all the world in arms;
Her seamen wreak in thunder
Her vengeance on the foe—
O'er the wave—perils brave—
When the stormy tempests blow.

Our Country's noblest bulwark
Has been her wooden walls;
Her flag, the badge of glory,
The bravest foe appals.
Then if at home we greet our tars,
The song, the wine shall flow,
When no more—breakers roar—
Nor the stormy tempests blow.

Long live in honour's annals,
By Glory crowned, the day!
When Frenchmen saw the red-cross flag
Wave in *Sagone Bay*;
The wind was scant, but gallantly
Our tars the frigates tow,
Thunders roar—round the shore—
We near the vaunting foe.

Their batteries, their tower,
Are blown aloft in air,
Our grape strikes home, the flames ascend,
Their ships the ruin share;
By reddening light the Corsicans
Behold the gallant show,
Streams of blood—tinge the flood—
And with fire the billows glow.

The Warrior of the Ocean
On shore shall welcome find,
Rough as the storm in battle,
In peace his heart is kind.
To BARRIE, HOSTE, and HORNBY, then,
Our gratitude shall glow;
Fill the glass—let it pass—
Bid the frequent bumper flow.

Toast.—Captain SHARPE, R.N.

Toast.—Captain CHAMBERLAINE.

Song by Mr. Forshaw, "The Wooden Leg."

Toast.—Lieutenant WESTMORE, our townsman, who fought and bled in the Battle of Waterloo.

In silence.—The immortal memory of Lord NELSON.

Toast.—Mr. H. WATERWORTH.

Song by Mr. N. Grimshaw, "When generous wine expands the soul."

Toast.—Lieutenant-colonel GRIMSHAW.
Toast.—Mrs. SHUTTLEWORTH, proposed by Captain Barrie.
Toast.—Ships, Colonies, and Commerce.
Toast.—The Rev. E. LAW.
Toast.—The Rev. R. HARRIS.
Toast.—Lieutenant-colonel YATES.
Toast.—All the Officers who have served under Captain Barrie.
Toast.—The Father of the Borough, Mr. GRIMSHAW.
Toast.—Mr. FARINGTON.

The Ward-room Officers of H. M. S. Dragon, on that ship's being paid off, as a testimony of their sincere attachment to their Captain, Robert Barrie, an officer well known in the service, presented him with a handsome piece of Plate, value 100 guineas, made by Rundell and Bridge.

WATER SPOUTS.

ON the 20th of August, one of those *phenomena* called *water spouts*, occurred, principally on the mountains Heckbarrow, or Heckbarley, and Blocklow, adjoining the vale of Ennerdale, in Cumberland. The atmosphere being unusually dark, the impending clouds burst, discharging the surrounding vapours, with incredible fury and noise, upon their summits, whereby their whole surface was covered to a considerable depth in one vast sheet or expanse of water, forming a most singular and picturesque appearance, which was distinctly seen at above two miles distance, and its tremendous noise obstructed the hearing of people at above half that space. Filling the glens of the mountains, it descended with incredible velocity, till it came to the wall adjoining the inclosed ground (which it was supposed to be level with), and burst it in two places. It descended rapidly into the vale below it: inundated and filled with gravel a quantity of hay ground, and finally discharged itself into the river Ehen, which it raised to an astonishing height. At Ennerdale Bridge, a man narrowly escaped being drowned whilst viewing it, and leaning against a wall, which it washed down.

FISHERIES.

THE following may be stated to be the result of the fishing this season: —About 150 vessels were engaged; of these, five were lost, and the remainder have from 750 to 800 fish, which, at a moderate computation, may yield 11,000 tuns of oil. Last season the quantity was 12,500 tuns. A great advance has consequently taken place in the prices; Greenland oil (chiefly, if not entirely, from speculation) has advanced rapidly from 27*l*. to 45*l*. per tun. Last year the prices began at about 28*l*.

CORRESPONDENCE.

Historical Account of the Rise of the British Navy to the Command of the Ocean.

LETTER II.

MR. EDITOR,

THE Nobility of England fitted out, at their own expense, 43 ships, which increased the British naval forces to 140 sail, which, thanks to the talents and bravery of its commanders, successfully opposed the Invincible Armada. The Spaniards had the misfortune to lose two of their best admirals, before they left Lisbon, in 1588. It was necessary to replace them immediately; the lot fell on the Duke of Medina Sidonia, a man who possessed neither the talents nor experience necessary for the high situation he was called upon to fill. To add to the disaster, the fleet had scarcely been 24 hours at sea, when they were assailed by a violent storm, which destroyed and injured most of their ships. Six weeks were necessary to repair their damages. The English, on the other hand, took advantage of this delay, in order to finish and augment their armament. Medina Sidonia, notwithstanding his utmost endeavours, could not succeed in destroying the English fleet, under the orders of Effingham, in the port of Plymouth; the British admiral being informed of it, by a Scotch privateer, made his escape from it. The Spanish fleet formed itself into a large half circle, for the purpose of surrounding their enemy, but Effingham so cleverly avoided coming to action with Medina Sidonia (from whom Drake* had already captured some ships), that the Spaniard thought proper to retire to the Flemish coast, where he was followed by the English; some fire-ships were sent in the midst of the Spanish fleet, which threw such confusion amongst their enemies, that they immediately put out to sea again. The English, who had the advantage of both wind and tide, pursued them with such determination, that had it not been for the too great precipitation of Vice-admiral Drake, their whole fleet might have been destroyed. Upon which Sidonia doubled Scotland, in order to return to Spain. The English still, however, continued to harass them. A storm off the Orkneys completed their destruction.† This success inspired the English with such confidence in their naval forces, that they wished for nothing more than an opportunity to renew the contest with Spain.

In 1597 they fitted out 170 ships, to which were added 20 Dutch ships. With this force they took and pillaged Cadiz, the centre of the Spanish commerce; the Spaniards burnt their own ships to prevent their falling into the hands of the enemy. Such was the beginning of the British Navy. This force, however, was more the effect of patriotism, than of the power of the State, for the national force amounted only to 42 sail, the largest of which mounted only 40 guns.

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* For portrait and memoir of Sir Francis Drake, *vide* vol. xxix. p. 1.

† See a more particular account of this memorable action, vol. xxxvii. p. 13.

Elizabeth well deserved the support of her subjects, in her plan of increasing their maritime power, as all her efforts had been directed towards the prosperity of their commerce. She abolished the two great privileges of the Hans Towns; and the emigrants from France and Flanders, who were well received in her dominions, taught the English to dispense with the industrious activity of other nations. The navigators of Great Britain had then discovered a new channel for their commerce, by Archangel, Astracan, and the Caspian Sea, to reach Persia, Turkey, and the East Indies. A company of merchants, who traded with India, obtained from Elizabeth a number of privileges and concessions. The English about this time began to establish themselves on the eastern coast of North America.

James I. successor to Elizabeth, shewed, as well as all the Stewarts, the greatest zeal for the advancement of this nation's naval power: he built 10 ships, the largest of which mounted 64 guns. The sum voted for support of the navy amounted to 86,000*l.* per annum. It is true that the English had three times a less number of ships than their rivals the Dutch, but then their ships were infinitely larger. When Charles I. equipped a fleet against Spain, the maritime towns undertook the armament of those ships which were to be added to the royal navy. The City of London alone furnished 20 ships. Nevertheless, the Dutch still maintained, for half a century longer, their superiority on the ocean. It was owing to the efforts they made to keep up their naval forces, that they kept their possessions in the East and West Indies, and their commerce, but principally their monopolies of cotton, sugar, and spices. Their admiral, Pierre-Hein, took, in 1628, a Spanish fleet loaded with money, to the value of 20,000,000 florins, and Martin Van Tromp* destroyed, in 1639, a Spanish fleet, nearly as strong as the invincible armada. But the naval forces of the haughty Dutchman split against the steady energies of Cromwell, who was offended at their refusing to join themselves to the Republic he had formed. His ambassador, St. John, whom they had insulted, only increased the desire of the Protector for vengeance. Up to this time the Dutch had imported into England a considerable quantity of foreign merchandise; this lucrative branch of commerce was now suddenly taken from them. The navigation act which had just passed prohibited all foreigners from the importation of any thing which was not the produce of their soil or industry. After this hostile disposition, the Dutch ships were pursued by the English privateers, and war was the inevitable consequence of the mutual animosity of the two nations. The Dutch increased the number of their ships to 150. Their admiral, Tromp, on the 19th May, 1652, met the English admiral, Blake,† who told the former that he must salute the British flag. Tromp refused, and a heavy cannonade was the consequence. Though each party denied having been the aggressors, war was nevertheless decided upon. Tromp hoisted a broom at his top-mast-head, as a mark of his going to sweep the Atlantic from all tyrants which might infest it. Yet

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* *Vide* portrait and memoir of this famous Admiral, vol. xxxvii. p. 89.

† For portrait and memoir of Admiral Blake, *vide* vol. xxxi. p. 1.

notwithstanding the bravery and skill of a Tromp, a Ruyter, &c. the Dutch could make no impression upon the English, who now not only blockaded their enemies, but interrupted their commerce in the Baltic, and their herring fishery. Tromp died the death of Nelson, in the action fought off Schveneningen, July 26, 1653; and the Dutch, by the treaty of 1654, were forced to yield to the English the honor of the flag.

If not the military, yet the commercial superiority of the Dutch still remained, on account of their being able to undersell their competitors. Their jealous rivals were induced from resentment to renew the naval war with Holland, for the purpose of destroying, or at least weakening, her commerce. Nothing will better prove the popularity of this war, than by mentioning, that the Parliament immediately voted two millions for the expenses of it: 800,000*l.* were spent in the equipment of the fleet, which amounted to 114 ships, excluding brigs, schooners, fire-ships, &c. The Dutch had 103, without counting their smaller vessels; but they had now no longer any brave or patriotic commanders. Their high admiral was Count de Wassenaar. The English fleet was commanded by the Duke of York, brother of Charles II. Wassenaar and his council of war, thought it advisable to decline coming to action. De Witt having sent him an express order to begin the attack, Wassenaar answered "to-morrow I shall either be crowned with laurels or cypress." This was on the 14th June, 1665. The wind was unfavourable to the Dutch, and many of their captains, partizans of the Prince of Orange, ill performed their duty towards their country. Wassenaar, as unfortunate as he was brave, was blown up with his ship; his companions preserved the life of Cornelius Tromp, son of the illustrious admiral. After this defeat, De Witt took the command of the Dutch forces, and this clever man soon made himself acquainted with the necessary duties of an admiral. The French and the Danes joined themselves to the Dutch, which alliance greatly encouraged them. Ruyter and Tromp, with a fleet of 76 sail, defeated Albemarle, who had dared to oppose them with 54 ships: they ought to have stopped here, and not endeavoured to force the entrance of the Thames, an attempt which proved so unsuccessful, that the English in their turn were enabled to brave them in their own ports. Some years after, in the month of June, 1667, the Dutch fleet broke through the chain which protected the mouth of the Thames, burnt many ships, and carried terror and desolation up to London. [To be continued.] *Juvenal.*

TO THE RIGHT HON. EARL SPENCER.

MY LORD,

IT has been my fate, after many years of early life passed in sea service, to cast anchor alongside of a residence of your Lordship, on a spot* in these realms, most conspicuous to the views of British mercantile seamen generally; and from which Nelson's monument is a particular object in

* I allude to this, because it is a link of a chain of singular circumstances, attached to my conduct on the subject of Impressment, on which I shall more fully enlarge at some future period.

view. When I reflect that your Lordship held the first naval situation in this kingdom, with honour to yourself, and advantage to your country,* through your discrimination in the selection of nautical advisers; and that you also proved yourself a friend to British seamen. When I reflect in like manner that the monument before mentioned, was erected to the memory of a British seaman, for the signal victories he obtained over the enemies of his country; as well as to excite emulation, and to inspire in the mind of every seaman, a love of that country, which in so distinguished a manner, rewards every eminent instance of public-duty.—From the circumstances I have just noticed, as well as from those of my early life, it can excite no surprise that I should feel a strong desire to render a service to my country, by shewing how to add to the strength of the strong arm of its power, and by so doing, to restore to British seamen that freedom they formerly possessed. Were any man to aspire to exceed or equal the victories achieved by Nelson, he would probably pursue a chimerical object, for the opportunity may never recur which the rare circumstances of his time presented.

Yet, my Lord, there is an act remains to be accomplished in nautical affairs, that when performed, will surpass all the acts of our great naval hero, as far as the true interests of the country are concerned. I do not hesitate to say, that the vital power of the nation depends upon its accomplishment, and though it has hitherto baffled the ingenuity of all who have attempted it, this is no reason to abandon the object as impracticable. The plan of which I am speaking embraces the following objects: The liberty of the subject—economy in the expenses of the state—and the ready means of combining the strong arm of our power when required. In a word, it would embrace the most prompt and effectual means of manning the British navy in time of war, with regular-bred volunteer seamen. This great object can only be effected by a general improvement of our marine system; and, above all, by insuring to our seamen who shall fight the battles of their country, protection from poverty and disgrace in time of peace.

I have mentioned in my letter to Lord Melville,† that to obtain this object, it would be necessary to institute a fair and full investigation into every thing, as at present connected with our maritime system. This I consider as a preliminary step, without which, no effectual improvement can possibly take place. I hope the object of that letter will be sufficient apology to your Lordship for my addressing you in this public manner, as well as justify my motives in presuming to offer opinions on the Trinity Corporation, of which you are a Member. When I allude to this body, I hope no individual will attach any of my remarks peculiarly to himself; but when I throw a cap in a crowd, it is impossible to say whose head it may fit; or what person may conceive that it is suited for himself. This causes me to declare as my opinion, that the actual Members of this Corporation do not act in any manner that does not conform to the example

* At that time the navy was principally manned with regular-bred seamen.

† Letter to Lord Melville, dated November 26, 1816.

and instructions they received from their predecessors; I have even heard that some improvements have been within these few years brought about in the Financial Concerns of this Corporation; but which I do not ascribe so much to *public spirit*, as to prudential motives, and to a fear of Parliamentary Inquiry. That they, however, like most other men in office, make the most of their situation, I believe will not be denied.

My intention at this time is to offer a few brief remarks on the foundation, the constitution, the principles, and the intention of this Corporation, agreeable to charter, granted to them at different times; but more particularly on that part of it which regards the seamen of these realms. I shall endeavour to shew what it was under its original constitution—what it now is—and what it ought to be, for the purpose of promoting the true interests of the country, and the welfare of British seamen; and in a word, the design of its original founder, and early Patron.

The secresy which has been manifested in the concerns of this Corporation (somewhat similar to Freemasonry), would be scarcely worth commenting upon, were it not for a book published, as there is reason to suppose, by the Corporation itself, in the year 1763, containing the Charters, Oaths, Bye-laws, &c. of the Corporation, and for a pamphlet, published in 1768, with the calculation of the lights, &c. &c.

Before the Charter of King Henry VIII. as exemplified by George II. in the third year of his reign, it appears, by the pamphlet before mentioned, that "The Trinity-House, before Henry VIII's. time, was a kind of College at Deptford, belonging to a Company of Seamen only, with authority by King's Charter, to take knowledge of those that destroyed sea-marks". When Henry VIII. conceived that it was necessary to increase his naval power, at which time, or perhaps it may be said in the preceding reign, was laid the first foundation of our present naval system, he granted a Charter to the Society at Deptford, to erect themselves into a Corporate Body, to consist of all the seamen of the realm. "And that the Brethren of that Guild or Fraternity, and their successors, shall and may be able, every year, of themselves, to elect, ordain, and successively constitute, one Master, four Wardens, and eight Assistants, to govern and oversee the said Guild or Fraternity," &c. &c.—"And that the said Master, Wardens, and Assistants, and the Brethren and Sisters aforesaid, and their successors, may meet at days, places, and times, as often and when they please, to communicate, treat, and conclude, among themselves, and with other persons, upon all and singular articles concerning the science or art of mariners. And that they may have power and authority for ever, of granting and making laws, ordinances, and statutes, among themselves, for the relief, increase, and augmentation of the shipping, of this our realm of England". By which to add to the number of our seamen; "that they may have and enjoy all and singular the liberties, franchises, and privileges, which their predecessors, the shipmen and mariners, of this our realm of England, ever had, used or enjoyed by them". &c. &c.

Queen Elizabeth, Act 8, grants further privileges to enable "the Master, Wardens, and Assistants, of the Trinity House at Deptford Strond, being

a Company of the chiefest and most expert masters and governors of ships, incorporate within themselves, charged with the conduction of the Queen's Majesty's navy royal, are bound to foresee the good increase and maintenance of ships, and of all kind of men, traded and brought up by water-craft, most meet for her Majesty's service—" To enable them to erect seamarks, &c.; also to have mariners employed—" Between their voyages on the river Thames, the better to keep and restrain them from folly, idleness, and bad company," &c. In the 36th year of her reign, she further grants the ballastage, beaconage, and buoyage, to the Trinity Corporation, surrendered by the Lord High Admiral, to erect lights, &c.

Charles II. appears to have taken away, and granted the ballast of the Thames to a Colonel Carlos, in the 12th year of his reign, and to have re-granted it, after a prosecution on the part of the Corporation, against the said Col. Carlos, in the 17th year of his reign, but declared the profits arising from it to be, for the relief of "decayed seamen, their wives, widows, and orphans". This, I presume, is what is now acted upon.

The next Act appears to be a further confirmation of their Charter by James II. as to all their former rights and privileges, for the same purposes, and with the same intentions, but with a total subversion of the grand principle of its constitution: for instead of having one Master, four Wardens, and eight Assistants, chosen annually by a general election of the Corporation, he ordained that there should be one Master, four Wardens, eight Assistants, eighteen Elder Brethren, and one Clerk, under certain regulations; from this number were chosen, a Deputy Master, Deputy Wardens, and Deputy Assistants. The first Corporation after this confirmation was named by himself; after which time Elder Brethren were to be elected among themselves, from Younger Brethren, a name given by James II. to Brethren of the Guild generally, who are also to be selected and approved by this self-elected body, leaving only to them and the Corporation generally, a vote in the choice of a Master, from among the Elder Brethren, on Trinity Monday annually. He also reserved power to himself and his successors "to remove or displace, by order of our or their Privy Council, any Master, Warden, Assistants, Elder Brethren, or Clerk, of the said Guild or Fraternity". This, no doubt, was with a view to answer his arbitrary intentions, and to render them entirely subservient to his will. This constitution ought to have been restored to its original form after the glorious Revolution of 1688; but it probably escaped the notice of the great men who brought about that important event.

The following explanations, as a title to their bye-laws by the first Corporation, after the confirmation of the Charter by James II. fully proves what was at that time conceived to be the duties they had to perform, as they regarded seamen; "touching the conversation, good estate, wholesome government, maintenance, and increase of the navigation of this kingdom; and of the mariners, and seafaring men within the same". After this explanation, the true meaning of the Charters, as they regard seamen, cannot be mistaken. But with respect to the change

effected at that time, in the Constitution of this Corporation, they were totally silent; and I presume it has ever since been a leading point in the policy of this Corporate Body, to promote their own purposes.

When Henry VIII. founded the Corporation, it appears by the Charter, that the seamen of this realm had particular rights and privileges peculiar to themselves, and which he granted to them for *ever.* At that time navigation was extending to all parts of the globe, and the natural powers of this kingdom first became known to the rulers of those days. It was then deemed necessary, *as it now ought to be*, to give every encouragement to the seamen of this realm.

The government at that time did not pretend to frame laws and regulations for the management of nautical affairs, particularly as regarding seamen. The naval and mercantile services were blended together, and the opinions of all classes of experienced seamen were attended to by government, in the management of nautical affairs. To that principle, I conceive, may be traced the foundation of the Trinity Corporation, in order to unite all the seamen of this kingdom into one corporate body, from which were to be elected annually, one Master, four Wardens, and eight Assistants, not only with a view to the proper government of the Corporation, but to draw together men of the first-rate ability and experience in their profession; who might suggest such plans or improvements, and make such laws, as should best advance the nautical concerns of this kingdom: "So always, that the said laws, ordinances, statutes, or any of them, be not contrary or repugnant to the laws, statutes, rights, or customs, of this our realm of England, or derogatory to the jurisdiction and pre-eminence of the Lord High Admiral of England, for the time being, or to the Court of Admiralty of England, or to the Judge, Register, or Marshall of that Court, for the time being, or any of them". They were also bound to examine into all arts, sciences, discoveries, and suggestions of other persons, that might tend to extend the bounds of navigation and commerce. They were, however, more particularly to attend to the increase of shipping and the raising, training, and management of seamen, by such methods, and in such manner, that the royal navy could be manned with expert volunteer seamen; their duty also, was to provide means for employing and supporting, after hostilities, such as having been raised during the time of war, might exceed the number required by the exigencies of the State. Such, my Lord, I conceive to have been the principal intention of Henry VIII. when he founded the Corporation, at a time when naval and mercantile seamen were one and the same body.

It does not appear from any thing I can trace, that any alteration took place between the reigns of King Henry VIII. and James II. respecting this Corporation, except such as was to the advantage of seamen; at least, during that interval, nothing took place which would countenance the exercise of those powers which the self-elected part of the Corporation claim as a right, under the Charter of James II. When that arbitrary monarch confirmed their Charter, it was to enjoy, as expressed "Sundry

grants, liberties, privileges, and immunities, by force of divers Charters, and letters patent, heretofore made unto them by several Kings and Queens of this realm".

When this Corporation was first founded, it was certainly on the true principles of the British Constitution, *elective.* It was likewise ordained at the same time, that seamen should enjoy such rights and privileges, as were peculiar to their profession; and at that time they always elected from among themselves, those persons whom they deemed most competent to promote the true interests of the service, as well as to guard the particular rights and privileges of their profession. They also had power to remove any person within the year whose conduct was not correct, and to elect another in his stead. At that time it does not appear that any pecuniary advantage, directly, or indirectly, accrued to the persons performing the duties of officers in the Corporation.

When James II. confirmed their Charter, it certainly appears that his grand object was, to deprive the Corporation of those rights and privileges which they possessed as a free and independent body; as also to deprive the seamen of this kingdom of those rights and privileges attached to their profession, as mentioned by Henry VIII. in his Charter; which innovations he no doubt made, as conforming to the general principles and practice of his despotic government.

I have now taken a brief, though general review of this Corporation, to the time of the confirmation of their Charter by James II. with respect to their foundation, as well as the intentions of their first founder. I have also pointed out the great innovation made by that Sovereign in their Constitution; and I propose, hereafter, to offer some remarks upon the affairs of the Corporation, particularly for the last thirty years, which shall embrace the following heads:—

1st. What has been the consequence of the alteration of the constitution of this Corporation, with respect to the objects for which it was originally instituted, and which were no other than for the public good, and the welfare of British seamen?

2. Do the present Corporation perform those duties they owe to their country, and to seamen, as prescribed by Charter?

3. Have the financial concerns of this Corporation been managed with economy, and the surplus applied to the purposes for which it was granted?

4. What was intended by the secresy recommended in the oath of Elder Brethren; and, if it has not been applied to purposes very different from the original intention?

5. What is the patronage and influence of this Corporation; to what purposes are they applied; and what effect have they to the prejudice of the true interest of the country and individuals?

6. What is necessary at this time to become a Younger Brother—a Candidate—and an Elder Brother; and by what means are they to be obtained?

7. Why are Noblemen, and Ministers of the day, who are not nautical men, elected Members of this Corporation!

I am, with much respect,

Your Lordship's most obedient servant,

Lloyd's Coffee-House,
June, 1817.

Thos. Urquhart

N.B. The outlines of the foregoing letter were written in the month of June, since which time the Corporation have published a statement that was laid before the House of Commons,* and has appeared in some public prints. As soon as I have offered my original opinions to the public on this Corporation, I shall publish a few remarks upon that statement. In the mean time I could wish the public to compare the remarks published by the Corporation with those contained in this letter.

10*th October*, 1817.

On the Oppressive and Tyrannical Conduct of Officers commanding Ships in the British Navy.

MR. EDITOR, 18*th May*, 1817.

I AM aware of the *delicacy* necessary to be observed in making any observations on the conduct of officers commanding ships of war; but, when that conduct becomes disgraceful to themselves *as men*, and not only so to the service to which they belong, but also *most injurious* to its best interests, I conceive it the duty of those possessed of the means of checking it, to use every endeavour to do so. You have already received a variety of communications (many of them entitled to attention) on the subject of naval punishment, and I now have no hesitation to forward to you, the following information received from a very correct and deserving officer, who actually served in this ill-fated ship.

After Buonaparte's removal to Elba, the sloop of war—— sailed for India, under the command of Capt. ————, when off Madeira, he sent his boats a-shore and pressed men out of two South Seamen lying in the roads, on which the masters went off to the —— in their ships' boats, with their apprentice boys rowing them; on coming along-side they were asked what they wanted, and on answering, the boys were told to come up the side, the painter was *then* cast off; the brig *made sail* with the pressed men and boys, and the masters being thus cast a-drift, would have been inevitably driven to sea, had not boats from the shore taken them up. During his command of the ——, he confined *both* his lieutenants, one for six, the other for nine months, and the latter lost his health in consequence, and nearly his life: the gunner *actually died* in *confinement*, although the surgeon almost daily represented the consequences which would ensue, and addressed *many* letters on service to the same effect to this barbarian; we shall call him Captain, as he still retains his rank in a service to which he appears a disgrace. His punishment to the crew were equally *arbitrary*.

* For this Parliamentary document, see p. 249.

severe, and *capricious*; if he saw a man less active than another, although his exertion might be altogether unnecessary, he instantly ordered him to be tied up or put into irons, and during his command, such a crew of *heartless wretches* could be scarcely pictured. Yet this ruthless *tyrant* was himself a coward and trembled at his shadow; happy, then, was it for his ship's company when *he* got *promotion*, and they a *new* commander, one of his country's real defenders, a gallant skilful officer, and the seaman's friend; of this gentleman, I have a picture to draw exactly the reverse of his predecessor. I fear there are similar instances of tyrannical and oppressive conduct which could be easily recorded; I do not wish to draw them forth, but I do anxiously wish some fixed system of command to be established, which may in some degree be expected to remedy such great and shameful evils, such heavy grievances, for while these exist, how can we expect our men of war to be manned with volunteers.

Triton.

On Lord Exmouth's and Sir S. Smith's professional Merits.

MR. EDITOR, *18th June*, 1817.

HAVING in former letters made some passing observations on the *particular merits* of three or four highly distinguished officers; *viz.* Sir W. Cornwallis, Sir Charles Pole, and Lord Radstock, I now beg leave to call the attention of your readers to those of Lord Exmouth* and Sir Sidney Smith,† whose honoured and distinguished names I place together, for this reason, that what Sir Sidney counselled and advised to be done, his lordship at the voice of his country, successfully and gloriously performed. I mean the suppression of Algerine piracy; that it should have continued so long, must form matter of great astonishment to every reflecting mind; but that a subject so interesting to humanity, and to that chivalrous and ardent disposition which he is known to possess, should have at the conclusion of a long and arduous contest, taken full possession of Sir Sidney's mind, all who know him will readily be convinced, was perfectly in unison with his noble character. To him, then, is due the praise of having suggested the abolition of Algerine piracy, not only to his own government, but to those of every European power; and whilst to Lord Exmouth belongs the merit of having bravely and skilfully attacked and destroyed the fleet and city of Algiers; to him must be ascribed that of having pointed out its necessity.

Should these services be the last, which these distinguished officers may have opportunities of rendering to their country and to mankind, they will be worthy of their former lives, which, from earliest youth, have been devoted to the pursuit of fame and honour: of these, both have reaped a noble harvest; they have fought and bled for their King and country in every sea and in every clime; the one, was the first to show to wondering

* See Vol. II. for memoir of this officer.

† In Vol. III. is given the portrait and memoir of Sir Sidney Smith.

Europe that the once mighty Emperor of the French, now an humble individual on an isolated rock, was *not* invincible—the siege of Acre proclaimed this fact, and the field of Waterloo has *attested* its truth: the other was also the first to strike a blow against republican colours, which he soon hauled down, and at the close of a mighty warfare, after having a share in all its perils, he returned from a most honourable and important command of our mediterranean fleet to abolish white slavery. Sweet will be the impression arising from such noble and heroic actions to those who performed them, nor will their country be slow to recognise the merit of such defenders, not only of their own rights and safety, but of those of Europe at large. Lord Exmouth then, and Sir Sidney Smith, have deserved well, indeed, of their country; their career (I hope it will yet be long) has been strongly and continually marked by a succession of eminent services, which, although they have not led them to participate in, or to gain any laurel in general actions with the fleets of the enemy, have nevertheless secured them the approbation and admiration of their countrymen. Having rendered such services heretofore, I am very hopeful that the active minds of such men will now be directed to those objects which are calculated to improve and to elevate the naval profession; it is certain, that although our navy has *done well,* and succeeded eminently in its operations against the enemy, that it requires much *attention* and *care* now that peace has taken place, and I trust, I shall be forgiven for hinting that this attention ought to be directed mainly to *two leading points; viz.* the conciliation, preservation, and employment of our men and officers, and the speedy repairs and replacement of our worn-out men of war, of which there is a very great proportion: other able writers have been urgent on this subject, and every Number of your Chronicle abounds with their patriotic suggestions for bettering our naval system; that it requires and admits of improvement, no man versant in naval matters will deny, and our officers feel the necessity so strongly, that I am astonished their opinions (notwithstanding the official mystery and reserve maintained within the precinct of the Ad——y), have not yet been so publicly reported as to have reached their ears through other channels, as those of respectful representation, which the officers of the navy have before resorted to were in vain. It appears to me, that another board of revision* of professional men, for the sole purpose of considering and reporting our existing grievances, and intended alterations and improvements, would be attended with beneficial consequences to the navy. It is very certain, that it is our best bulwark, and, therefore, to preserve it entire and unimpaired, is obviously our policy as well as our duty.

Your's, &c.

Albion.

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* I point out Sir Charles Pole, Lord Exmouth, Lord Gallaway, Sir S. Smith, and Commodore Owen, with three or four junior Admirals or Captains.

On the State of the British Navy.

" Britain's *best bulwark* are her Wooden Walls."

TO THE RIGHT HONORABLE LORD MELVILLE.

MY LORD, *6th July*, 1817.

FEELING the most lively interest in all that relates to the welfare, prosperity, and greatness of my native country, I cannot think that I am trespassing needlessly on your Lordship's attention (should any portion of it be given to the following observations), by respectfully reminding your Lordship of the *magnitude*, the *importance*, and the *value* of the charge which at present is committed to your Lordship's care. To keep the British navy in such a state of preparation and efficiency, as to be capable of meeting every emergency, however unforeseen and unlooked for, is no less your Lordship's imperious duty, than it must be your highest ambition. Yet, my Lord, although the Finance Committee have reported to the nation, that considerable exertions are making both in building and repairing our men of war, I fear it will excite considerable wonder and disappointment, when I mention, that during this present year, no more than four line of battle ships and six frigates will be launched; and ten sail of the line, and as many frigates, repaired. If, my Lord, we consider that the number of our men of war have been reduced (being quite unserviceable) from twelve hundred to less than six; and that in time of war we often had seven or eight hundred pendants flying: also how many line-of-battle ships now on our lists are infected with dry rot to such a degree, as to be almost unworthy of repair (I instance the Scarborough, Sterling Castle, and Devonshire), and how many fir frigates are worn out. When, my Lord, we take all these things into consideration, I am much inclined to believe, that the country, instead of thinking *considerable*, or any thing like *adequate*, exertions are making to replace our worn-out ships, will be mortified and disappointed, that so little is doing to keep our navy even effective to its present amount; for as to any increase of numbers whilst this scourge of our navy, the dry rot, continues to destroy our ships, it is in vain to contemplate it.

Now, my Lord, I am quite aware that it only lays with you to *execute*, but with the Cabinet to propose, and Parliament to order the amount of expense to be annually incurred for the navy. I am very sure, that however much economy may be the order of the day, this economy may become ruinous to our navy, and to our maritime supremacy, if too strictly carried into effect in the naval department. I am well aware that the expense of our navy, during war, was altogether unexampled, and that a great deal of money was unprofitably squandered on ships which, when built, were good for nothing, which, in many instances, did not go to sea until they had got a complete repair, I may say been rebuilt: such was the nature of this horrid enemy, the dry rot, against which I have yet heard of no certain safeguard.

I consider it, however, as your Lordship's bounden duty to submit a correct and faithful state of the navy under your charge (and for which weighty charge you are responsible to your country) to the Cabinet, and to urge, with all your powers, the necessity of proceeding to re-build, and to re-model it, as quickly as possible. If, my Lord, your representations are made *in vain*, you will have done your duty; but however much retrenchment may be desired, however much the state of our finances may even require it, still I maintain, that it is the wish and expectation of every man interested in the glory and prosperity of his country, to see the interests of the navy strictly attended to, and our ships kept in such a state, as to be ready and fit to cope with any enemy. If, my Lord, we turn our eyes to other nations, we shall see *them* eagerly devoted to the acquisition, or to the extension of their naval forces. Surely, then, it becomes us, who consider ourselves, with justice, as the masters of the ocean, to be on our guard, and not to be idle, whilst all around us the bustle of preparation and of activity is to be heard without intermission. During peace, we ought to use every endeavour to replace our worn-out navy; and instead of paying off workmen at the dock-yards, it is obvious we ought to increase our number of shipwrights, and to give an additional *impetus* to the work carrying on.

A valuable Correspondent, *J. C.* has anticipated me in much which I had to say on this important subject; and I therefore now beg leave to address a few words to your Lordship on the subject of *dry rot*. If, my Lord, this dreadful scourge still continues *unchecked;* if no way of preventing its fatal effects has yet been discovered (and if it has, the discovery has never reached my ears), I think there can no longer be any doubt, it can no longer be a question, whether government ought not to give orders *to construct all our large ships of teak and mahogany;* the loss the country has already sustained from the dry rot, is incalculable; and although the original cost of ships built in England of teak might be greater than if built of oak, yet when it is considered, that these ships will last, as has been proved, for fifteen or even twenty years, without requiring any very large repair, and when the teak ships have been found so completely efficient and serviceable in every way, I cannot doubt, that by resorting to the use of the teak wood in constructing our men of war, government would not only provide an efficient and durable navy, but in the end it would be the means of saving a vast deal of money to the country.

Nor, my Lord, ought it to be lost sight of, that in this time of depression, when freights are so low, and ship-owners suffering so much, the employment of large ships to bring home teak and mahogany, would give effectual relief to the shipping interest; for I do not mean that these ships should be built in India; we have one or two annually built there now, but beyond that I see no occasion to go. Ship-building ought *not* to be transferred from England to her Colonies; a more pernicious line of policy could not be adopted, and the man who transfers our dock-yards from Portsmouth and Plymouth, to the Ganges or the Hoogly, will have much to answer for. During the period of distress and misery which has followed the termination of a war of twenty years, government have been utterly at a loss *how* to

apply any effectual remedy to the disease; they have been anxious lookers on, but still were obliged to leave the suffering patient to the care of old *Dr. Time*, who is sure either to *kill* or *cure*. I am very sure, my Lord, that the employment of large ships to carry home teak wood, would give *infinite relief* to the ship-owners; and I am inclined to think, that if strict inquiry was made, *other* palliatives might also be found, even more effectual than the issue of Exchequer Bills, which, however well meant, I fear will produce little effect. My Lord, I trust the importance of Britain's Wooden Walls will never be forgotten; they ought to be our chief care, they *are* our greatest glory. In your Lordship's hands I trust they will never suffer damage, nor be allowed to fall into decay.

I am, your Lordship's obedient servant,

Nestor.

On the Word "Claims."

MR. EDITOR,

WITH your leave a few words on the above subject.—"What claims has he?" is the common interrogation when an officer applies for any shore employment in the gift of the Admiralty. The officer's reply must frequently be, "my claims are, very long servitude, and that in such climates as are not friendly to the preservation of health;" or, "I was, most unfortunately, wrecked on the French coast, and kept in captivity so long, that any presumed chances of acquiring higher rank, or any advantage in the service, were thereby annihilated."

The misfortune is consoled immediately by the interrogator referring him to the advantage of his half-pay! Very frequently the whole conversation is anticipated by the short questions, "What actions have you been in? How many wounds have you received?" Alas! mortifying to relate, that many a brave and zealous officer has never been so fortunate as to have an opportunity of being wounded. But from one or other of the causes first mentioned, his "Claims" for notice are deemed of no weight; when, had he sustained a severe wound, both promotion and pension would have been, and most properly, awarded to him. If a slight wound, and his rank high, a good story and a little interest would have compensated the scratch. Luckless, indeed, are those brave men, who have only to boast long services in every tropic—they must daily be under the necessity of seeing juniors, who have any borough interest, placed in situations of profit, to the exclusion of their "*Claims*;" which word, when fairly explained, amounts at last to nothing more than having a vote, or a vote's recommendation; and if, by chance, you come into the world, or into the service, which is pretty much the same thing, before your mother recollected the marriage articles, and obliged a great man by her forgetfulness; then 'tis all well, and your "Claims" are indisputable.

A Seaman.

Respecting Mr. Urquhart's laudable Exertions for the Abolition of Impressment.

MR. EDITOR, *17th August*, 1817.

THE truly patriotic, honorable, and very able, exertions of that genuine friend to his country and humanity, Mr. Urquhart, for the *abolition of impressment*, cannot fail to call forth the heart-felt approbation of every intelligent and *unprejudiced* mind throughout the British dominions, and must embalm his memory with posterity for very many ages.

But, Sir, by thus humbly venturing to intrude myself on the valuable, and much-sought pages of the Naval Chronicle, my desire is to suggest to Mr. Urquhart, and others who think and *feel* as he does, and who, from their situation in society, may be enabled to give *effect* to his disinterested and humane exertions, that I have, at some pains, ascertained from very intelligent men, that it is a prevalent opinion, the most eligible means whereby to attain success, would be to procure the appointment of a *Committee* of either House of Parliament, to examine into, and *report* upon the subject, in all its bearings, with reference to practical results: the friends of abolition having their proofs and documents ready to adduce when necessary.

Meanwhile that the commercial and shipping interests, &c. generally (whose sympathies towards the invaluable race of British seamen have never been wanting when duly called forth), should be invited to contribute their powerful influence towards the proposed end. Also, that the public mind should be truly (and without exaggeration) informed as to the horrors of impressment, and of the present system of naval "discipline," as it is absurdly called.

Let it be remembered, *public opinion*, nurtured by a free press, contributed perhaps more than any one thing else, to the eventual abolition of the execrable *Slave Trade;* and by parity of reasoning, public opinion is no less essential, and must alike morally ensure success, in this no less interesting and sacred cause; seeing that it manifestly has justice, humanity, policy, and I may safely add *expediency*, all arrayed on its side.

I am, Sir, your most obedient humble servant,

Vigilans.

Naval Charitable Institutions.

MR. EDITOR, *23d June*, 1817.

I HAVE to congratulate you, on the great increase of your professional Correspondence, since the peace. I am decidedly of opinion, that such communications will produce the most excellent effects, as many of them enumerate abuses, and point out improvements, which were before *unknown* to the Board, who during a time of war had little leisure to enter into the proper consideration of them, even when brought to their notice. Now, however, the case is completely different, as such inquiries constitute almost their *sole* occupation; and it is hoped and

believed, that at this very time a strict scrutiny and examination is making into every part of our naval discipline and practice, with a view to *re-model* and improve the system, and to bring it to the utmost possible perfection. It is not to be expected, far less desired, that a business of such vast moment and importance to the service, and to the country, should be *rashly* gone about; this is not, I am convinced, either the wish or expectation of those numerous and able writers, most of them evidently professional men,* who have laboured so zealously and indefatigably to point out errors, and to suggest remedies; all they want is *inquiry without prejudice*. Most sincerely, Mr. Editor, do I hope that their patriotic labours will not be in vain.

I wish now to notice, with great approbation, the letter of a new Correspondent (Clericus), which appeared lately,† on the subject of Widows' Pensions; and promising a continuation relative to *our Naval Charitable Institutions*. I have long been anxious to see *this subject* taken seriously up by some person who had access to know the *real* state of these matters. I mean not to anticipate the farther communications of this writer, but to express my hope that they may lead to ultimate good and advantage to these excellent Institutions.

I may here also remark my surprise, that so few of your valuable pages are filled by *Medical* Correspondents, who, I think, should embrace such an easy and obvious method of making their practice on foreign stations, whenever it comprehended any thing new or remarkable, a little better known to the world, and their medical brethren of the navy.

Albion.

Lieutenant William Somerville, R. N. and the Citizens of Dublin.

MR. EDITOR,

AN attempt was lately made by the Commissioners of Paving and Lighting in Dublin, to supersede, by an act of the legislature, the lighting with oil, and introducing a gas illumination. Estimates were laid before the Irish administration, of the probable expenses; a Bill was therefore introduced into the House, vesting in the commissioners an uncontrollable power, not only of the purses, but even the personal liberties of the inhabitants: the public generally, ignorant of the subject, remained totally passive, until they were roused to resistance by several spirited communications in the *Freeman's Journal*, and a pamphlet written and published by Lieutenant William Somerville, R.N. which obtained an extensive circulation. This officer was induced to this measure from professional considerations, as to its probable injury to the fishery, and fears that the heavy pressure of its local expense would deteriorate the collection of the state revenue.

Early in the last session, a motion was made in the Common Council, by Mr. Sheriff Nugent, that a letter should be written to the representatives

* Who will, it is hoped, continue their efforts. † See vol. xxxvii. page 387.

in Parliament, requesting the stoppage of any farther proceedings, and a copy of the Bill. On its receipt, a day was appointed for its consideration.

The different acts of Parliament relative to the lighting of London and Exeter, with the official estimate of the Paving Board, were procured by P. W. Harvey, Esq. and handed to Lieutenant Somerville, who immediately drew up an *exposé*, not only of their variance, but also a general history of the lighting the city for many preceding years. By an admeasurement of the city, on the authority of the best charts, and the opinions of several able engineers, he succeeded in forming an estimate of a more correct nature.

On the 1st of April, the Port Assembly of the Aldermen and Common Council met. Mr. Nugent moved, that Lieutenant Somerville, R.N. who had made the proposed measure of Dublin Gas Lights a subject of investigation and inquiry, and who had supplied him with important documents, be admitted to the honors of a sitting. Mr. Sutton seconded the motion, which was unanimously allowed. Lieutenant Somerville was then introduced by a deputation of members, and took his seat in the body of the House. A spirited debate ensued, and several resolutions against the Bill unanimously passed. Mr. Nugent again moved, seconded by Mr. Sheriff Giffard—

"That the thanks of the Sheriffs and Commons be, and are, hereby returned to Lieutenant William Somerville, of the royal navy, for his kindness in furnishing them with copies of several acts of Parliament relative to the gas light, and for his very able and useful communication thereon."

A requisition was addressed to the different parishes; similar resolutions were adopted in almost all. In St. Andrews Lieutenant Somerville entered into calculations of expense, &c. &c. At St. Michan's, he distinguished himself by a speech of one hour and a half, taking a chemical, political, and professional view of the question.

James Dillon, Esq. in a highly complimentary speech, moved—

"That the thanks of this meeting be, and are, hereby returned to Lieutenant William Somerville, R.N. for his very full, accurate, and able statements of the excessive expenses, and pernicious consequences which would be the result of the Gas Light Bill, if it should be passed into a law."—This passed unanimously.

Early in the following month, the Sheriffs received an official communication from Mr. Secretary Peel, that in consequence of the objections stated by so respectable a body of citizens, the Bill was withdrawn.

On the 3d of July, 1817, the Corporation of Cutlers, Stationers, &c. passed the following resolution, unanimously, and by acclamation:

Resolved, That Lieutenant William Somerville, R.N. do pass this Hall, by birth being the great grandson of Adam Somerville, grandson of William Somerville, and son of Adam Somerville, deceased, Freemen of this Corporation, and that said Freedom be presented him *gratis*, in the most respectful manner, for his very gallant conduct on several occasions, and

for his many important services to his King and Country for a period of eleven years.

Resolved, That our representative in the Common Council be instructed to recommend to the City a similar mark of respect, for his gallant conduct displayed while acting in the service and defence of his King and Country.

On the 19th of July, his Freedom having passed the Aldermen, Messrs. Yeates, Porter, and Smith, moved similar resolutions in the Common Council; Mr. Sheriff Giffard seconded it, with great eulogy on his character.

Mr. Nugent said, there was no man deserved it better; for he had, when he came home in time of peace, done essential service to his fellow-citizens, by the information which he furnished upon the Gas Light Bill, which information greatly served to produce the happy effect of that infamous measure being withdrawn from the House of Commons.

The resolutions passed unanimously. On the 24th August, Lieutenant Somerville, having been previouly sworn in free of the City, was elected, unanimously, senior Warden of the Guild of St. Luke; the Corporation thus bestowing the highest honor in their power.

Lieutenant Somerville has been honored for his public services with the freedom of the second city in the empire, in the same manner as his great grandfather, an officer of dragoons, received it one hundred and fourteen years since, for his gallantry in the service of William III. at the siege of Londonderry, battles against Mac Carthy, the Boyne, and Augheim.

Civitas Eblana.

On the Decay of our Men of War.

MR. EDITOR, *Hitchin, Herts, September* 30, 1817.

IT affords me great pleasure to be able to bear testimony to the candid and manly acknowledgment which *Albion* has made in your last number, that he was misinformed respecting ships built at the merchant yards. I trust that so good an example will not be thrown away; but on the contrary, that it may prevent any of us from advancing positions, and still less from raising arguments upon them, without due consideration.

I cannot so readily concede to the truth of his observation, that I am upon the spot, and am possessed of information upon the subject of our decayed ships, so as to be able to point out the causes of such decay; wiser heads than mine have been foiled in the attempt, and as I affect no professional knowledge, I can say with truth that I am out of the way of acquiring an insight into it: he must not be disappointed if it is not in my power to afford him any thing new upon this interesting topic. I have turned my attention certainly that way of late, but am sorry to say I have by no means satisfied myself, nor have I been able to come to any conclusion beyond this, that more causes than one appear to me to have been the means of producing the disastrous effects which we have so much reason to deplore.

My attainments in this business are indeed so limited, that I feel some repugnance at the submitting my ideas to the public, when there are so many much better qualified than myself to undertake the task. I can only reconcile myself to the so doing, under the impression, that it is the duty of every man to contribute what little information he may have gleaned to the general stock, in the hope that some more able head may so class and arrange the whole, as ultimately to become master of the secret. Should the following hints at all conduce to that end, it will afford me great pleasure.

The first thing on the list, as being the cause usually assigned of dry rot, is the using unseasoned timber; and I think it very possible, and very likely, that this may have something considerable to do with it, in the wood not having had the proper time to get rid of the superfluous moisture, by evaporation, or some other process of nature with which we are unacquainted, previous to its being placed in situations where such moisture or juices, being confined to a putrid and stagnant air, become highly corrosive, and destroy the fibre of the wood. Mr. Blackburn, in his Work, mentions this as being in his opinion one of the causes.*

The next circumstance which occurs to me as being likely to be another assisting cause, is the using timber felled in the spring, after the sap has risen. I believe some attempts have been made to counteract this, by stripping the trees of their bark, and not cutting down the timber until the following year: this I am inclined to think is fallacious, as the tree is still destroyed or killed whilst full of sap, and it is of little consequence whether it is cut down then or not. In support of my opinion as to the propriety of using winter-felled timber, I have an instance to produce which must carry great weight with it; I have it from a source that never yet deceived me, it is, that the Montague, 74, was built at Chatham in the year 1779, of timber entirely cut down in the winter, and that she has always been considered as one of the best ships in the service, and was even in commission up the Mediterranean so late as April, 1816, being in a good state after nearly forty years' service, of the most active period of our naval history; and as far as I can learn, she is likely to support the opinion of the pre-eminence of winter-felled timber for some time longer.† If this statement respecting the Montague be correct, surely it deserves our most serious attention; and it would be worth the expense to build two sloops of war, one of timber cut down between the 25th of December and

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* *Vide* our Review of this Work *infra*, for extract of many valuable observations by Mr. Blackburn on this subject.

† A celebrated well-known work has the following passage:—" It has lately been contended, that the different sorts of fungus which are met with upon decaying wood, are the production of the remaining powers of life in the SAP of unseasoned wood, and that the same sort of living organizable matter, which whilst its powers continued perfect would have generated the branch of an oak, will when debilitated and enfeebled, give existence to a certain kind of fungus, and become the cause of this disease."—The *Quarterly Review* also, expresses a similar opinion.

the 25th of January, and the other of timber felled at the usual season, by way of experiment.

There is another circumstance connected with this inquiry, which must not be passed over, and which I must put in the shape of a question. Why is it the dry rot is confined generally to men of war, and that merchant ships (built almost all of them by contract) should be so free from it? From what I can learn, foreign ships are but little subject to it also.

It may be worth while to mention, that it is considered by some practical intelligent men, the process of steaming or boiling the plank may in some measure be an assisting cause: this plan was adopted to render the plank more supple and pliable, that it might bend to the form or outline of the ship with less difficulty; and in its application, it is laid on wet and hot, and all means used to force it to fit as closely as possible those parts with which it comes in contact: thus a great quantity of heat and damp are necessarily enclosed in situations from which it cannot escape, and which must tend, one would think, very much to hasten the decomposition which is so fatal: the wood in this state fits so very close, that any thing like circulation of air is completely prevented; and there can, I think, be little doubt, that the exclusion of the air promotes the end in question, from the fact, that ships are *usually* most decayed in those parts the most excluded, namely, the after hold; at least I know this to have been the case in several men of war lately sold out of the service, and afterwards opened and repaired. Would not charring or burning, although a more tedious and expensive business, be more likely to ensure durability, in consequence of its tending rather to expel or destroy the damp or vegetable matter still remaining.

I throw out these hints, Mr. Editor, with all proper deference to those whose inquiries upon the subject, or professional knowledge, entitle them to consideration; but, after all, I cannot help saying it appears surprising, that the cause of the hasty decay of our ships, from whatever source it arises, should continue so long to baffle our researches: are there not documents in existence, a reference to which would amply repay the trouble, by acquainting us with the mode of ship-building formerly pursued? from whence the timber came? at what season felled? how long allowed to season? whether so much *young* timber was used as in the present day? also whether when seasoning it was exposed to the weather or not? together with many other circumstances, which will readily occur to every man at all conversant with the minutiæ of ship-building. I recommend this inquiry, because I cannot help thinking there must be a considerable difference either in the materials employed, or in the method of applying them, to account for our ships not being in so good a state generally after seven years service now, as they were formerly after twenty; and I should imagine this might be ascertained by the scrutiny above alluded to, and it would be a most desirable point attained, could we arrive at the conclusion, that the method formerly pursued has been deviated from; as it is reasonable to suppose that a return to the old plan might bring us a return of the same endurance in our ships.

These observations, Mr. Editor, will perhaps be considered as mere

common place; and I have not the vanity to think them deserving a higher title: avocations very different from any thing connected with this inquiry, prevent my acquiring the necessary information; and with nothing to boast of but an ardent zeal for the best interests of the service,

I remain, &c.

J. C.

Launch of the Orwell, Indiaman.

" Go, gallant Orwell! Suffolk's naval boast!
Unfurl thy sails for India's distant coast;
The flag of Commerce hoist on Asia's shore,
Nor dread the billows' roll, the surges' roar.
With wealth full freighted, press the labouring main,
And, joyous, greet Old Albion's Isle again!"

So spake the Genius of her native Stream—
Responsive wood-nymphs echoed back the theme.

The signal's given!—what shouts now rend the skies!
The Orwell moves! the noble ship! she flies!

Astonish'd thousands mark the impetuous force,
With which, resistless, she pursues her course;—
Behold the shrinking waves, on either side,
Break, foam, and whiten, 'midst the whelming tide,—
'Till proudly floating on the silvery swell,
Nor winds nor waves against her power rebel.

MR. EDITOR, *Ipswich, September 15, 1817.*

IN former times, Ipswich was of considerable note as a ship-building port; and, from the skilful, spirited, and laudable exertions of an individual, it seems likely, in the present day, to recover its celebrity. During the late war, Mr. Bayley, of the Nova Scotia and Halifax ship-yards in this town, built nearly thirty sloops of war, and other vessels, for the Royal Navy; not one of which, if my information be correct, has ever been, in the slightest degree, affected by that bane of naval architecture, the dry rot.* From this circumstance—from the celerity and punctuality of the builder—from the beauty of his models—and from the general soundness, and superior sailing of the ships launched from his yards—Mr. Bayley has uniformly given entire satisfaction to his employers. In support of the correctness of this statement, I could appeal to the Navy Board, and other authorities. The return of peace naturally directed Mr. Bayley's attention to other sources of employment; and, accordingly, he entered into a contract with Captain M. Isacke, of Greenwich, to build an East Indiaman, of about 1300 tons—a larger burthen than that of any ship launched at this port within the last half century. The keel of this vessel was laid, in the

* On this particular point, I shall, probably, ere long, make you a distinct communication.

month of May, 1816: on the 28th of August, 1817, she was consigned to the bosom of her proper element; so that, from her commencement to her completion, scarcely more than fifteen months were occupied.

The day of the launch was regarded as a general festival in the town and neighbourhood of Ipswich. So powerful was the attraction, that, notwithstanding the unfavourable state of the weather, post chaises, curricles, gigs, and vehicles of all descriptions, were driving into the town, from every entrance, the whole of the afternoon and evening of the preceding day. On the morning the cavalcade increased; and there was scarcely a chaise or a saddle horse, within a circuit of 20 miles, that was not in a state of requisition. Even tumbrils and waggons were employed on the occasion. Fortunately, and contrary to expectation, the day turned out exceedingly fine. The numerous scaffolds and booths, which were erected in the immediate vicinity of the ship-yard, were crowded, chiefly with ladies; and the heights on the opposite side of the river presented a picture no less animated and pleasing. From 20,000 to 30,000 was the general estimate of the numbers present. Many, to secure places, had been patiently waiting for hours; others had but recently arrived; and some—unfortunately for their participation in the delights of the day—had not yet arrived, when the last signal was given, and the stately mass began to move! About half an hour before the start, the ceremony of naming was performed, in the usual manner, by Mrs. Isacke, the owner's lady, who seemed to feel a deep and lively interest in the event. The air was rent with shouts, and universal joy prevailed, on witnessing the gradual and beautiful descent of the Orwell into the river, whose name she had been destined to bear. A finer launch was perhaps never witnessed. In the course of the two following days, the ship was piloted down the Orwell river; and, on the 10th instant, she sailed for the Thames. She is to be a-float on the 28th February, 1818, to sail to Gravesend on the 6th March; to stay there thirty days; and to be in the Downs on the 11th of April. Captain Leach is her commander.

The dimensions of the Orwell are as follow:—

	Ft.	In.
Length of keel	153	
Ditto between the perpendiculars	166	8
Ditto on a range with the upper deck	176	0
Ditto over all	194	0
Breadth to a 4-inch plank	43	3
Depth in the hold to a 5-inch limber strake	17	1
Height between lower and middle deck	6	7
Ditto between middle and upper deck	6	7
Ditto between upper deck and round-house	6	4
Ditto ditto and forecastle	5	6

Admeasurement, 1335 tons, 22-44ths.

In the construction of the Orwell, upwards of 2,000 loads of select oak timber—chiefly of Suffolk growth—100 tons of wrought iron, and 30 tons

of copper, were employed; as the Suffolk oaks are generally small, it is probable that more than 2,000 were converted to her use.*

On the day of the launch, Captain Isacke gave a handsome dinner to the builder, and to the officers of the Orwell. A band of music attended on the occasion. In the evening, the nobility and gentry of the neighbourhood had a ball and concert, at the Assembly Room; and at several of the Inns, and Public-Houses, in the town, the "merry dance" was kept up till a late hour. In the ensuing week, expressly in compliment to Mr. Bayley, the principal inhabitants of Ipswich had a public dinner, which was admirably served, at the Golden Lion.† A Song was given, in honour of the day; and, from the numerous poetical effusions which the launch of the Orwell has elicited, I have selected one, that may probably not be thought unworthy of a place in your Chronicle.‡ A gentleman, of Woodbridge, has also published a Poem, of some length, entitled, "*The Triumph of the Orwell;*" of which, next month, I may probably send you an account.

In the interim, I remain, your's, &c.

T. H.

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* The immense size of the Monmouthshire oak, cannot, perhaps, be better appreciated than by a knowledge of the fact, that 35 trees only, of the dimensions of the oak (as far as mere contents were necessary), would have been sufficient for the Orwell. At 10 feet long, the main trunk of that tree (felled near the town of Newport, in the year 1810), produced 450 cubic feet! one limb 335, one ditto 472, one ditto 236, one ditto 156, one ditto 106, one ditto 113, and six other limbs, of inferior size, averaging 93 feet each, making the whole number 2,426 cubic feet; which, at 40 feet to the load, is rather more than 60 loads of sound and convertible timber. The bark was estimated at 6 tons; but as some of the very heavy body-bark was stolen out of the barge, at Newport, the exact weight is not known. Five men were 20 days in stripping and cutting down this tree; and a pair of sawyers were five months converting it, without losing a day (Sundays excepted). The money paid for converting only, independently of the expense of carriage, was eighty-two pounds, and the whole produce of the tree, when brought to market, was within a trifle of 600*l*. It was bought standing for 405*l*. The main trunk was 9½ feet in diameter, and in sawing it through, a stone was discovered, six feet from the ground, above a yard in the body of the tree, through which the saw cut; the stone was 6 inches in diameter, and completely shut in, but round it there was not the least symptom of decay. The rings in its butt were carefully reckoned, and amounted to about 400 in number; a convincing proof that this tree had been in an improving state upwards of 400 years; and as the ends of some of its branches were decayed, and had dropped off, it is presumed it had stood a great number of years after it had attained its maturity.

† So sensibly does Mr. Bayley appear to have felt the attentions which have

‡ See Poetry.

On Mr. James's Work relative to our late Naval War with America.

MR. EDITOR, *16th September*, 1817.

EVERY well-wisher to his country and to the British navy, must rejoice to see a publication such as that of Mr. James's, whose merits we so justly and generally appreciated; the author is certainly deserving of that encouragement he has received from the board of Admiralty. His book was not indeed wanted to establish the fact of the gallantry and good conduct of British officers and seamen, which, amongst their own countrymen was *never* for one moment doubted; but it was on the other hand *greatly* wanted, to prove to all the world (a world jealous of our naval greatness) that in these instances wherein, unfortunately, our frigates and sloops of small size, and light metal, had to contend against the vast superiority of the American ships, the odds were in general so very great, as to make it next to impossible for us to come off successful. This writer has clearly proved, that in no single instance did the American navy prevail, wherein the force was equal; but on the contrary, that in these cases, the advantage was inevitably on our side, and that our victories were acquired not less by the courage, than *the superior seamanship* of the British officers; and, Sir, this is the more gratifying, as they had to

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been paid him, that, last week, he addressed the following letter to the Editor of the Ipswich papers :—

" SIR, *St. Mary at Stoke, Ipswich, September* 11, 1817.

" It would afford me the highest and sincerest pleasure, could I render suitable acknowledgments to the public, for the very flattering notice which they have, of late, been pleased to take of my humble exertions. It has, hitherto, been my fortunate lot, to live in the bosom of my family and friends ; happy in my domestic seclusion, I never courted publicity nor honours ; nor had I ever the faintest idea, that what I might achieve, in the pursuit of my profession would ever excite remark, beyond the sphere of my employers, and their connexions. Thus my astonishment is the greater, that I should be deemed worthy of the praise with which I have been so abundantly honoured, by those whose approbation cannot be otherwise than eminently gratifying.

" That I have succeeded in removing some of the prejudices which existed against Ipswich, as a building port, gives me great pleasure ; but many, I fear, yet remain to be encountered. As, however, the trade and prosperity of my native town have, through life, been dear to my heart, I pledge myself that every nerve shall continue to be exercised, to establish its credit for building ships of the largest class. Should I be so happy as to accomplish this object, I shall feel myself amply remunerated in bequeathing the advantage to succeeding generations. Thus labouring, in humble and unobtrusive obscurity, I am no further anxious, than that I should not be thought insensible to, or neglectful of, the numerous kind attentions which I have experienced. Through the medium of the *Suffolk Chronicle*, I therefore beg leave, most respectfully, to offer to the nobility, gentry, clergy, tradesmen, and all classes of my countrymen, the most sincere and heartfelt gratitude, for the good and generous wishes, which, in public, as in private, have placed me under such a weight of obligation.

" I remain, Mr. Editor, your humble servant,

" JABEL BAYLEY."

contend against a new and formidable enemy, and against a race of seamen second only to our own; against a navy too, which being hitherto unknown, has once risen into consequence; and to increase which, the unwearied and anxious exertions of the government of the United States will, we are assured, be constantly employed. To preserve the superiority of the British navy, should therefore be the *no less* anxious concern of the Admiralty of this country, and however much we may have lamented and suffered mortification, in consequence of the repeated captures of our frigates and sloops during the late war, we ought to be consoled with this honourable and cheering reflection, that the glory of the British navy suffered on the whole no diminution. The next question, Mr Editor, which presents itself to view, on the perusal of Mr. James's valuable treatise is, what are the lessons which this war with America has taught us? every one acquainted with naval matters, must be aware they are highly important and valuable, and I shall proceed now to point them out.

In the first place, we have learned from dearly purchased experience, that our old 36 gun frigates were much too small to cope with American ships of fifty and sixty guns; that neither in the size, metal, nor number of men, were such as to admit of their laying alongside of such enemies, who, by their superiority, were enabled on every occasion, to choose their position, thus deriving additional and important advantages, by being enabled to destroy the British ships at long-shot distance, and suffering proportionably little themselves. Of the necessity of having a considerable number of heavy ships of fifty and sixty guns, there can, therefore, be no doubt—at present we have of this description twenty-four, four of which are only building, and I believe some of the others built on the spirt of the moment of bad materials, are not expected to be serviceable very long; it will therefore remain for consideration, whether in addition to the twenty new frigates of 46 guns recently ordered to be laid down, *the same number* of 60 guns ought not also to be put in hand. If we view the operations of the Americans, and regard *their* exertions in preparing a navy, there can be no doubt at all of the necessity of having such a description of vessels soon prepared; nor is it less necessary to take care, that our new ships of the line are built with a view to contend with similar classed ships now building by the American States. If, then, the first lesson afforded, regards the *size* and durability of our new ships, the second will assuredly relate to their crews. During the late war with America, it was to be expected, considering the length and duration of our contest with France, that our race of seamen would be much worn out and exhausted, and it is very certain, that the crews of every one of our captured frigates were very indifferent; that of the Java was the best, at least the most complete, but she had great odds against her, and early became unmanageable; but, Sir, it is in vain for us to expect by a system of *impressment*, to contend against powers which give a bounty to their seamen, and enter them *for limited service*. I think it is quite a matter of certainty, that we *must* do the same; and that impressment cannot be any longer continued with good effect, except on the most important occasions, and during the most eminent danger, which, being past, the men

thus obtained, would necessarily be discharged. After what I have already written on this subject, and what Mr. Urquhart has promised further to detail, in explanation of his invaluable plan for doing away the odious system of impressment, I need not at present enter farther into the question; it is one of such magnitude and deep importance, that even I presume at this moment, it engrosses much of the attention and consideration of the board. The third lesson may be comprised in a very few words, it relates to the interior economy of our ships, and the adoption of a fixed and firm, but kind and protecting system of command throughout the British navy; this will do more to preserve our seamen to the service of their country, than any other measure, the abolition of impressment alone excepted; tyranny has too long prevailed, and in too many instances during the late war, escaped the merited inquiry and punishment; but, let us henceforth instead of *receiving*, be able to offer lessons to other nations; let us teach them that we are quite in earnest in our preparations of every kind, to maintain our command of the ocean. I should be doing injustice to my own feelings, were I to omit mentioning how much pleasure I derived from perusing the lately issued Naval Regulations; I think them worthy of a liberal minded and enlightened nation, which wishes to fight on equal terms; nor is that part of them which relates to warrant officers, less creditable to those who framed them. Hoping the Admiralty will continue their exertions to repair these defects, a long and tedious war must of necessity have produced,

I am, &c.

Albion.

On the Improvement of Trade, &c.

MR. EDITOR, *18th Sept.* 1817.

SINCE I last communicated to you some observations on the necessity of our having a few ships of war on the coast of South America for the protection of our trade, I am glad to find that this has been ordered, and that three or four small vessels are now fitting out for that station; I hope they will arrive in time to save our flag from any farther disgrace. I have also much pleasure in noticing the highly gratifying accounts of our extending and flourishing intercourse with these colonies: the amount of goods sent from Jamaica alone is immense, and this trade, may, it is said, be still further extended by the proper encouragement from our own government being afforded. Surely this will not be denied, nor will any efforts on our part be wanting to keep it in full play.

Allow me also to mention my extreme gratification at the improved state of the country generally; an abundant harvest, thriving manufactures, and a reviving trade, encourage us to hope that the height of our commercial and national distress is over, and that better and more flourishing times await us; if so, let us not be ungrateful to him who so abundantly provideth for us.

Orion.

On admitting Strangers into our Dock-yards and Arsenals, &c. &c.

MR. EDITOR, *September 5th*, 1817.

IT was to be expected that after a war of such magnitude and duration, as this country has lately seen brought to a successful conclusion, after the most persevering and arduous exertions, we should have abundance of foreigners of all descriptions, and of all countries, coming amongst us to visit the shores of Britain, so long *forbidden* to their exploring eye. On our part it must be, however, allowed, that we send over to them a full proportion in return; but, I believe, very few of the class I mean to direct your attention more particularly to; *viz. men of science and engineers*, both civil and military. It is but fair and friendly, that to such men (and there are many of them now in Britain), every prudent facility should be afforded for seeing to advantage the establishments, the great and magnificent establishments which this country can present to them; but, Sir, there are bounds, beyond which this facility *ought not* to go, and there are various parts of our great and formidable establishments at Woolwich, and also belonging to our Naval Arsenals and Royal Dock-yards, which ought unquestionably to be shut against every foreigner who is a professional man; indeed, perhaps it might be better were it made a matter of exclusion to all. I am aware, that in proposing to shut out foreigners from seeing and examining every part of our Arsenals, I may be accused of illiberality and injustice, but I have to observe in reply, that the officers of the Ordnance department, and at the great Naval Arsenals, have *themselves* remarked, with astonishment, not only the number of foreigners presenting themselves for admission, but of those who have brought ample and regular pass-ports from men high in office in our government, and to whom they are obliged to shew all that a British subject would expect to see. It is well known, that a celebrated member of the French National Institute, Monsieur Biot, is at present engaged in most important trigonometrical surveys, and astronomical observations in the North of Scotland, in conjunction with some of our Engineer and Artillery officers, who have long been employed on such important service; and, I understand our officers are in their turn to go over to France to meet this gentleman and others on the same business. Mr. Biot is described as being a most acute, and at the same time a most gentlemanly man; and, perhaps, it may not be at all necessary to remark farther on *this conjunction*, than to say, that it shows the utmost liberality and confidence on the part of the British government, to admit of any thing of the kind taking place so immediately after a war, during which, we inviolably guarded *some inventions of great importance*, from the *ken* of our active and hostile neighbours. That they will use every effort in time of peace to acquire the knowledge of *these*, must be matter of conviction to every man, and it well deserves the serious consideration of the British government, whether they are disposed, or are prepared, to carry their condescension *thus far*, by affording such facilities to French, and other foreign officers of Marine, Engineers, and Artillery, to minutely *inspect* our establishments, and to *question* and *bore* our super-

intending officers, relative to every thing they have *actually* seen, or only heard of being used and practised in our service.

If, Sir, I am rightly informed, many foreign gentlemen of the description I have named, *have*, since the peace, been admitted into our establishments, coming, some of them as accredited agents, with letters of introduction from government; and others as plain gentlemen, only desirous of seeing what was worthy of notice. I am very far, Sir, from wishing to throw unnecessary obstacles in the way of travellers, but I wish, certainly, to put government on its guard, to testify my surprise, that Marine officers and Engineers in the French service, should have free and open admittance from it, to inspect our establishments; *(I trust not without proper reservation)*, and to inquire if the same facility is given to Englishmen and British officers in France, to inspect what is worthy of observation in the Naval Arsenals and Ordnance Establishments at Brest and Toulon.

Although peace is happily restored, *prudence* and *discretion* are not the less necessary, more especially, as at the present moment it is notorious, that we are selling off and breaking up, *ten* men of war for every *two* launched or repaired; and as it is sufficiently manifest that in another year or two, the effective strength of the British navy must, if not speedily and effectually extricated from its present state of decay, be reduced to a very low and humble state indeed. I would now only observe farther, that if all is *not* done that can and may be done, to build up and restore our naval arm, a new war may find us quite unprepared; for at this moment, every other power is busily employed in adding to their naval force, whilst our's from decay, and the loss of our newest ships from the dreadful and widely spreading evil the dry rot, is mouldering away and cannot be rendered efficient again, but by providing new and sound ships of teak or mahogany, until our oak shall once more be fit for building: these observations are, I believe, in unison with the opinions of many of our best informed naval officers, who admit, that although teak ships are dull sailors, they are effective ships for our fleet, or for convoys, and that the dry rot has already destroyed more men of war, and occasioned the expenditure of more money than would be required to construct a navy, even if we had not a man of war now fit for sea. At the same time, I *am* happy to observe in the navy list, a number of names of ships ordered to be built, especially frigates, which have been inserted very lately; there is in truth, *much* to be done to *re-construct* the British navy, and I trust and hope, those at the helm view this matter in its proper light, and are well aware of the magnitude and importance of the object; my opinion is in their favour, as to the *will* to act, and I trust the *power* will not be withheld: *parsimony* here would be certain ruin—we must have a great navy, and, I hope, speedily as possible.

Your's, &c.

Alfred.

On the Necessity of Political Precaution.

MR. EDITOR, *London, Oct.* 7, 1817.

ON the principles laid down in my last letter, I again proceed to review our maritime policy. As *a Clerk of the Weather Office*, it is some part of my duty to take notice of the political horizon; and the result of my observations of late has been to perceive, or think to perceive, a storm gathering in the *north.* A brother clerk has absolutely written a book to prove, that we ought to stand by the lee-sheets and top-sail haliards. Be that, however, as it may, there are not wanting people, who suppose the whole to originate in disappointment. But, if there should, nevertheless, appear to be reason in what is advanced, it would be nothing but right to prepare for the worst; how little soever we may like the argument, or how disagreeable soever the subject may be to our feelings. It must, no doubt, be the desire of every man who wishes well to his country, to see political storms blow over, and amongst that number, I should be sorry not to call myself one: but, Sir, notwithstanding all our hopes and good wishes, notwithstanding our strength and almost unassailable position, it is our imperative duty to provide ourselves for self-defence; and more especially is it our duty, when we see so many nations around us, who view our wealth and prosperity with evil eyes. One nation lays restrictions on a particular branch of our manufactures. Another interdicts or burns every species of British art. And a third, prohibits our whole commerce. If this be peace and friendship, we had better be at war. At war! when we were at war, we monopolized, *in spite of the world*, the commerce of every nation. It was then *for us* to interdict, to prohibit, or to lay on restrictions! And why not now? Are we become weaker as we grow older? Have we no longer the command of the sea? In my opinion, a little more encouragement to the navy, with a small increase to the people in the representation, sufficient to satisfy the well-disposed part of the community, would enable us to bid defiance to combined Europe. After five and twenty years of glorious warfare, there appears to be nothing strange, that many abuses should have twisted themselves into our sheet-cable. And now is certainly the time to untwist them; though I am sure no British officer but would sooner enjoy victory with small pay, little notice, inferior treatment, and hard service, than he would have the reverse of all this, by striking those colours on which he has never looked but with enthusiasm. This sentiment, so honourable to the navy, even in the worst of times, ever has, and I hope ever will govern it. We know, that the ultimate defence of England, is *in her wooden-walls.* We know, that the army, however brave, is not numerous. And we also know, that the day *must come*, when the government, even if it was against its inclinations, will be obliged to equalize the titles and honours, &c. of both professions.

But one of your Correspondents, in your Number for August last, under the signature of *Neptunus*, after advancing that some alteration is about to be made in the appellation of the different ranks of the navy, has the sweetly-tempered modesty to say, "*I feel* little desire to see any *such*

trifling alterations attended to;" only mark, the "I feel!!!" the "trifling alterations!!!" I really expected any such *heathenish* alterations, in the room of "any such *trifling* alterations." For in my opinion the *one* would have been more reasonable than the *other*. Reasonable, did I say? There is not even an attempt at argument! Titles are asserted to be *trifling*, but upon what ground? the change of titles *trifling*, but on what foundation? The assertion has not even a pillow, whereupon to lay its miserable head. This way of speaking of what so many people admire, could only be tolerated in conjunction with the *real* name of a great naval character, who had long experience in the service. It will not do for an anonymous writer. What would be thought of a midshipman, who should tell us *without argument*, on his first going to sea, that any intended alteration *was trifling?* Would he not excite the risibility of gravity itself? And, yet, we should be somewhat more acquainted, we should at least know his name, which is more than we can say for *Neptunus*. I hope, that in spite of *Neptunus*, the Admiralty will continue, by little and little, to harmonize the jarring elements of naval discord. But, I have really a difficulty in understanding what *Neptunus* would be at; for first he calls the projected alteration "*this* change of *name*, instead of *system*;" and then says, "I have great objection to *any* change." The word *instead*, in the first paragraph, according to my understanding, implies, that the whole of the present system should be destroyed root and branch; while "I have great objection to *any* change" is a complete contradiction. This, certainly, requires a little explanation. It may be sometimes necessary to introduce great changes, by things apparently more *trifling*. But let us see what this *trifling alteration* is, which is "to gratify the wishes of *particular individuals*;" and let us also see, whether it be really so *trifling an alteration* as *Neptunus* seems to think. In the first place, it is well known, that Post Captains who rank as full Colonels, have the same appellation as those who are no less than three steps below them: is that trifling? That commanders have the same title as their inferiors: is that *trifling?* That lieutenants have the denomination of the rank below them: is that also *trifling? Such trifles*, none but philosophers have ever pretended to despise. But *Neptunus* will, perhaps, reply to this by saying, that the navy ranks above the army in the same way as the Guards. He must recollect, however, that the guards take the *title* of their rank above the army. Yet even without this recollection, if it cannot be *proved*, that naval officers have superior rank to the duty they perform, the argument is good for nothing. How stands the case? To shorten discussion, let us for a moment take for granted, what I never heard called in question; namely, that the ranks of Admirals and Generals, through all their different degrees, are reciprocally equal. If, then, a Colonel commands a regiment, a Post Captain commands a ship. A Major is, sometimes, only second, third, or perhaps, fourth in a regiment; whereas a Commander commands a ship.

A Captain of the army commands a company; a Lieutenant of the navy, a division of the ship's company. A Post Captain's situation is,

indeed, more important than that of a Colonel or Lieutenant-colonel; when we reflect that he has, sometimes, in his own ship alone, nine hundred men, together with the immediate charge of their lives and much national property. The place of naval Lieutenant also, is of much greater responsibility than that of Captain of the army; when we consider, that he is the *next* officer to the Captain in a three-decker. So much for the comparison with the guards.

But, *Neptunus* appears to be too profound a thinker to trouble himself about titles; too much of a philosopher for "any such *trifling alterations*;" too learned to hear of any thing but men of science rewarded; too wise to listen to any amelioration, but that of the encouragement of letters; for on that his whole change of system seems to stands, "*like the baseless fabric of a vision.*" Let it be remembered, that naval and military achievements depend in a great measure, as far at least as has hitherto been found out, on the proper distribution of *such triflles* as titles, rank, honours, and promotion; and that among all the expedients ever devised, titles and honours seem to be the cheapest, and, perhaps, in the end, the most satisfactory meeds of public service. With respect to the names which Neptunus has mentioned, for the patronage of the Admiralty, I could most probably have but the same opinion, were I sufficiently *scientific* to be acquainted with the merits of the individuals selected; and, no doubt, I could add many more to the catalogue, if professional merit might be allowed to intrude upon the sciences; and were I not fearful that the public might suspect *my own* included, under the borrowed signature of

A Clerk of the Weather-Office.

SHIPWRECK.

LOSS OF THE UNION.

[FROM THE CALCUTTA GAZETTE.]

By letters of the 5th of February from Bencoolen, we learn, that the following accounts had just been received at that settlement:

"*Fort Marlborough, Jan.* 30, 1817.

"Three men have recently arrived at Fort Marlborough, who give the following account:—They say that they were sailors on board the Union, Captain Barker, which sailed from Calcutta about fifteen months ago, bound for Batavia and England. That after they had been about a month at sea, they found themselves early one morning at a distance of seven miles from an island, and at seven o'clock the ship struck on rocks. She could not be got off again, and was beginning to go to pieces, when the

boats were got out, and the Captain, three officers, (one named Davies, and one since dead), an European passenger, a gunner and his mate, both Europeans, with about fifty lascars, proceeded to the island. The Captain and officers meant to come back to bring away the rest of the crew, but as soon as they reached the shore, the natives came down in a body, hauled up the boats and broke them in pieces, so that the whole of those mentioned were made prisoners. The natives stripped them of all their clothes, separated them into parties of three and four, and in the morning drove them to the plantations, which they were obliged to weed and clean; in the evening they were made to cut fire wood and carry it home. Their daily allowance of food was three plantains to each person, but the Europeans had some pork given to them. There was no rice ever seen on the island. The men were naked, carried spears, and cut their hair short. The women were fair, wore leaves round their waists, and had long hair. If any of the unfortunate captives were too ill to work, the natives tied their hands together, and threw them into the sea: several lascars had perished in this manner. Captain Barker was once very ill, and they threatened to cast him into the sea. One of those who have escaped says, that he was very ill for some days, and one night heard the natives say they would throw him into the sea next morning; he resolved to attempt to escape, and contrived to communicate his intention to Captain Barker, who desired him, if he succeeded, to steer for the rising sun, when he would soon reach land. He ran off while his masters were sleeping, got to the beach at midnight, and went to the hut where he knew two of the Lascars were kept; he woke them, and together contrived to bind two very long but very narrow canoes to each other; they procured a few cocoa nuts, and making a sort of sail as well as they could, they put to sea. In five days the current and wind drove them ashore at Bellembang-Bar, near the southern extreme of Sumatra. Thence they went to Croee, and the Gentlemen stationed there forwarded them in a boat to Marlborough. As the people all went without clothes, they called the island Foolo Telangang, which signifies naked: the most intelligent of the three who have escaped is a Javanese, and speaks English; he says he was main-top boy, and that he has served on board the Illustrious, the Psyche, and several other of his Majesty's ships.

"There can be little doubt that the island is Engano, and if so, it is now clearly proved that its inhabitants are not cannibals. The acting resident is about to send a civil servant, with a surgeon, and a party of troops, to Engano, in the ship Good Hope, in the hope of accomplishing the liberation of our wretched fellow-creatures, thus long detained in savage slavery, by prevailing on the natives to give them up in exchange for a variety of articles, which have been collected for the purpose: the use of money is quite unknown on the island. It is fortunate that any vessel happened to be in the port at the time this intelligence was received, as the miserable sufferers are stated to be reduced, by despair and sickness, to such a condition as to render it likely that none but the most prompt assistance could have been in time to save them."

PARLIAMENTARY PAPER.

SIXTH REPORT FROM THE SELECT COMMITTEE ON FINANCE.

NAVY.

Ordered, by The House of Commons, 23*d June*, 1817.

(Continued from page 236.)

THE Committee think it here necessary to quote the opinion of the Board of Admiralty, on whose Report the present establishment of clerks in all the offices under their control was fixed by the above-mentioned order in council:

"Adverting to the number of clerkships in the proposed establishment, we beg leave humbly to state, that we have been particular in directing, that the proposals from each of the departments should be made on the lowest scale which the public service would admit.

"If these establishments are not in all cases less than are at present in existence, it is to be remembered that the return, after such protracted and extensive exertions, to a state of peace, creates for some time, even an additional degree of labour in the civil departments of the navy, and that the existing establishments have been formed long since, and with the view to peace as well as war; and that the increase of business in war is not so much in the higher duties of the officers, as in the details, and that it has always been the custom to employ during war a number of extra and temporary clerks for the execution of the additional duties, all which temporary clerks have been or will be, as the service will permit, successively discharged.

"We are nevertheless of opinion, that though these establishments are not greater than may be at this moment requisite, yet that as the arrears of the war are brought up, some reduction in the number of clerks may be practicable.

"We think it should be specially prescribed to the heads of departments, not to fill up any of those vacancies which must be expected to occur from time to time, unless the public service should actually require their doing so; with this reservation, we do not think that these establishments will be found too large for a state of peace; and on any future armament, we trust that by filling up the vacancies which may have occurred, and by the addition of the usual occasional assistance, they will be found adequate to the discharge of the public duties."

In pursuance of the principle laid down in this extract, your Committee understand that the vacancies which have since occurred in the establishment of the Admiralty Office, have not been filled up; and they trust that

a due attention to public economy, and to the rules laid down by the Board of Admiralty itself, will continue to operate such reductions as the public service may be, from time to time, found to admit.

They think it fair to observe, that, in former periods of peace, vacancies on the establishment were invariably filled up; but they consider the present system as so much more beneficial to the public, that they trust it will be rigidly maintained.

By the order in council just quoted, the salaries of all the clerks in the naval department were increased.

Your Committee have observed, in a former Report, that they consider it of the greatest importance that no increase of salary in any department should be permitted without the previous concurrence of the Lords of the Treasury; and they understand that the increase in this instance, though not officially communicated to the Board of Treasury (the form of an order in council preventing such distinct reference), was in fact minutely detailed to the First Lord of the Treasury and Chancellor of the Exchequer; and after due examination by them, was, with their concurrence, submitted to the consideration of the Prince Regent in Council.

Your Committee have also, in a former Report, stated their opinion, that in the subordinate departments of the government, unconnected with political confidence, and in which the duties of the clerks are confined to little more than manual labour, they are not entitled to be considered on the same footing in point of official remuneration as the clerks of the Treasury, or of the secretaries of state; but it has been represented to your Committee, that the clerks of the Admiralty have probably not less labour than those of the Treasury, and that a degree of trust and confidence must frequently be reposed in them, not inferior, especially in war, to persons of similar rank in the office of the secretary of state. It was probably on this principle, that by the order in council before-mentioned, the clerks of the Admiralty were placed upon a scale of emolument, which, although far below that of the Treasury and the Secretary of State's Office, may be computed at being 7*l.* or 8*l.* per cent. better than the clerks of the Navy, Victualling, or Transport Offices, whose duties are not so unremitting, and whose trust is by no means so responsible.

This circumstance having been represented to your Committee as justifying (and properly so in their estimation), a distinction between the clerks in the Admiralty and those belonging to the Boards under their control, they were led to examine the highest salaries fixed by the order in council of the 30th of January, 1816, with a reference to the salaries enjoyed by clerks in some other departments, which have been the subjects of their inquiry; not certainly for the sake of any invidious comparison; or of affording a pretext, which such comparisons, they are afraid, have sometimes furnished to the several departments, of bidding, as it were, over one another, at the public expense; but with the more just and rational object of ascertaining how far such a comparison might lead to some general inferences, sufficient, with other considerations, to warrant your Committee in submitting to the House, and pressing upon his Majesty's government, the expediency of a revision of such of the numerous civil

establishments of the country as were materially increased, in the rate of salary of the officers, during the late war.

Your Committee find in this order in council, that the salary of a clerk in the Admiralty, in the first or senior class, is fixed at 600*l.* per annum, with an increase of 10*l.* for each year that he shall continue in the service, up to 850*l.* in the whole; a *maximum* which cannot be obtained till after 25 years in that class, exclusive of any number of years of former service in the two inferior classes.

Now, as the first clerks will necessarily include the clerks of tried talents, experience, and character, in whom political trust is most likely to be placed; and as it is obvious that regard was had to this consideration, when the above rate of salary was fixed;—and as your Committee bear in mind, that the date of this order in council is subsequent to all the warrants or orders by which the salaries of clerks in other offices were increased; as consequently those warrants or orders were within the knowledge of the Lords of the Admiralty, when they recommended the present establishment,—of the First Lord of the Treasury and Chancellor of the Exchequer, who, after due examination, concurred in that recommendation,—and of the Prince Regent in Council, by whom it was formally sanctioned;—your Committee are, from all these considerations, irresistibly led to the conclusion, that in the judgment of all those high authorities, with these several circumstances maturely weighed by them, the rate established was sufficient adequately to remunerate, not only the labour, but the official trust and responsibility of the parties.

Without giving any opinion at present with respect to the scale of salary established by the order in council, but proceeding upon these premises, and esteeming the Admiralty Department to stand nearest if not equal in official rank and importance to the Treasury and the offices of the Secretaries of State, it appears to your Committee that they have only further to state,—that there are upon the establishment of the War Office, the Pay Office, and the Ordnance, several clerks whose salaries and gratuities for length of service are above 800*l.* each, and some above 1,000*l.*;—in order to induce the House to concur with them in the conclusion, that all such salaries are unnecessarily large, and that the *maximum* in these departments, as well as in every other of corresponding rank to which the inquiries of your Committee have not yet been extended, ought to be fixed, certainly not higher, and in the judgment of your Committee somewhat lower, than the *maximum* established for the clerks of the Admiralty, that is to say, about the rates established for the Navy and Victualling Offices.

But they do not wish to be understood, as urging in this instance a different rule from that which they have suggested, with respect to the salaries of some officers of a higher description. Their object is not to abridge the emoluments now actually enjoyed by any of the clerks, whose salaries may appear to them more than commensurate to their labour or responsibility, but to prevent the same scale of remuneration from being continued to their successors, and possibly increased, if not brought from time to time under the jealous vigilance of Parliament.

What your Committee therefore earnestly recommend is this; that the

Lords of the Treasury should call for a return of the present establishments of all the civil officers of the State, the salaries of which have been increased within the last fifteen years; and with a reference to the circumstances now stated, and such other considerations as the altered situation of the country, and the peculiar nature of each establishment, may suggest, that they should make a revision of the same, and direct such prospective reductions therein, as may appear to them reasonable, without impairing the efficiency of the service.

Your Committee trust that the observations which they have submitted to the House in this and their former Reports, are sufficient to show the expediency of this revision. It is not their intention to pursue the subject further at present, except to remark, that the system adopted of late years in some, and now extended to most of the public offices, of a progressive increase of salary, by reason of length of service, if not in all cases objectionable in principle, is at least liable to great abuse in practice.

The several scales which have hitherto come under the view of your Committee vary so much, both as to the length and periods of service which shall confer the first and each successive addition of salary, and the proportions which such additions bear to the original salary, that your Committee feel convinced the whole arrangement has grown to its present extent without any well matured plan, or sufficient consideration of the consequences. One proof of this they have already had occasion to advert to in their Report on the Ordnance Department, in which this practice has been carried to the greatest length, and applied to classes (such as messengers, barrack-masters, and others) not entitled to the benefit of it in any other department. As a general measure, it appears liable to the great objection, under the present circumstances of the country, of having placed beyond the control of government, at least without an interference, not wholly consistent perhaps with the equitable claims of the parties, the continual increase of official remuneration, when those circumstances would require that all such increase should cease. Your Committee, however, can have no doubt that in all those departments where the clerks are divided into classes, as in the Admiralty and the several offices under it, and, as they conceive, in most others, this equitable claim is limited to the *maximum* of salary which any clerk can attain, by reason of length of service in the class or rank to which he now belongs; and that if the whole system should be prospectively done away, such claim would not follow his subsequent promotion to any higher class. They can have the less doubt on this point, as one of the principal grounds on which the system itself is recommended by the Lords of the Admiralty, in their Report to the Prince Regent in Council, is, "that the removal from a lower class to a higher, was thenceforward to be made without any reference whatever to the seniority the person may hold in the lower class." Consequently, no person can claim that he has any vested or even contingent right to such promotion.

Your Committee would therefore recommend, 1st, That the system of gratuity, or progressive increase of salary for length of service, should be suspended altogether, with the exception which they have already stated; and perhaps also with the further exception prospectively, of an addition

not exceeding 20 per cent. on the original salary, being allowed to any established clerk in the junior or lowest class of any office, who might have served seven years to the satisfaction of his superior officer, without having during that period obtained any step of promotion.

The office of Vice-Admiral of Scotland, the salary of which is estimated under the head of the Admiralty Office, has been already recommended to Parliament for abolition.

The office of Paymaster of the Royal Marines has also attracted the notice of your Committee, as an unnecessary separate establishment; but they are induced to believe, upon inquiry, that the business of that office, as now regulated, requires constant unremitting attention, and that no advantage would arise from uniting it with any other department, either of the Army or Navy.

[To be continued.]

OFFICIAL LETTERS OF JAMES DUKE OF YORK,

LORD HIGH ADMIRAL IN THE REIGN OF CHARLES II.

[Continued from page 230.]

To Sir Robert Smith, *one of the Messengers of his Majesty's Chamber, or to any other Messenger of the same.*

WHEREAS I have received information, that several persons do endeavour the embezzling and conveying away of ammunition, cordage, and other stores and provisions belonging unto his Majesty's ships and yards, to the great prejudice of his Majesty in his naval affairs: these are therefore to will and require you, and you are hereby authorized and empowered, from time to time, to make search for, and seize all such ammunition, cordage, and other stores and provisions as you shall find, or have good cause to suspect to have been embezzled out of any of his Majesty's ships or yards, by any person or persons; and cause the same so seized, to be delivered unto the store-keeper of his Majesty's yard at Deptford, taking his receipt for the same; and you are to give an account thereof unto the principal officers and Commissioners of his Majesty's navy: and you are also hereby empowered and required to secure all such person or persons as you shall find embezzling or conveying away any of the said ammunition, cordage, stores, or provisions, and cause them to be brought before the said principal officers and commissioners of his Majesty's navy. And all mayors, sheriffs, justices of the peace, bailiffs, constables, headboroughs, and all other his Majesty's good subjects, are hereby required to be aiding and assisting to you, in the due execution of this warrant, as they tender

his Majesty's service, and will answer the contrary at their perils! And I do also will and require the principal officers and commissioners of his Majesty's navy, that upon every discovery and seizure by you made, of any ammunition, cordage, stores, or provisions, which shall appear to be embezzled from his Majesty's ships or yards, they make an allowance unto you, of such gratuity or reward as they shall judge reasonable, for your care and pains therein; and for the premises, this shall be your warrant. Given under my hand and seal at Whitehall, the 26th of January, 1662.

James.

To Lamkin.

Whereas the King my Sovereign Lord and Brother, by his Majesty's letters under his privy seal, dated at Westminster, the 20th of January, in the 14th year of his Majesty's reign, hath been pleased to authorize me to order and appoint the sale of all useless and decayed provisions, as sails, cables, timber, vessels, and other stores in his Majesty's several store-houses and yards, which shall be found unfit for his Majesty's farther service; these are therefore in pursuance of his Majesty's said letters of privy seal, to will and require you forthwith, to put to sale all such useless and decayed provisions, as sails, cables, timber, vessels, and all other stores which are now remaining in his Majesty's yards and store-houses at Deptford, Woolwich, Chatham, and Portsmouth, which shall be found unfit for his Majesty's farther service, in such way and manner as you shall judge most conducing and advantageous for his Majesty's service, and according to the usual custom of his Majesty's navy; taking care that the produce of the said provisions be paid unto the treasurer of his Majesty's navy, and charged upon his account accordingly, and this shall warrant your so doing. Given under my hand at Whitehall, this 2d day of January, 1662.

James.

To the principal Officers and Commissioners of his Majesty's Navy.

Whereas upon any vacancies of employment for master-gunners of his Majesty's ships (happening either by death or otherwise), the persons who are appointed, by me, to succeed in the same employments, do usually upon receiving their warrants, procure themselves to be entered on board the ships to which they are appointed, without giving any notice thereof to the officers of his Majesty's Ordnance, that so they may take care for the taking a survey of the gunner's stores, remaining on board the said ship, and charge the same to the account of the succeeding gunner, by reason whereof, the gunner's stores are very liable to be embezzled, to the great prejudice of his Majesty: for prevention of the said inconveniencies, I think fit to direct, that for the future, when any person shall bring unto you a warrant from myself, for his being entered, as master-gunner of his Majesty's ships, or vessels, you forbear to grant any warrant thereupon for his entry, until he shall produce a certificate from the master or officer of

his Majesty's Ordnance, that they have given order for the securing the remains of gunner's stores of the said ship, for the due charging them on the said new gunner; and this shall warrant your so doing. Given under my hand at Whitehall, this 4th day of February, 1662.

James.

To the principal Officers and Commissioners of his Majesty's Navy.

I having thought fit to appoint his Majesty's ship under your command, as also the Paradox, under the command of Captain Cotterell, to be convoys to the Iceland Fishery, for this ensuing season; you are forthwith, wind and weather permitting, in company of the Paradox (the captain whereof is required to observe your orders), to set sail, and repair into Yarmouth Roads, and in your way to call at Alborough-sould, Duwich, and Walderswick, for such fishing-vessels as are bound from thence.

Upon your arrival in Yarmouth Roads, you are to apply yourselves to the magistrates of that place, and receive advertisement from them what other ports you shall call at, for any fishing-vessels, and what stay you shall make for any of them; whose directions you are according to observe, and then to proceed (together with the Paradox) with such ships and vessels under your charge and protection, unto the fishing-grounds of Iceland.

Being arrived on the said fishing-ground, you are to use all possible diligence and security for the defence of such ships and vessels of his Majesty's subjects, fishing in those parts, or that shall come after you to fish there during the time of your stay, which is not to be beyond the 10th of August next. And you are to direct Captain Cotterell to take care either of the vessels fishing to the eastward, or of those fishing to the westward, (and yourself to attend on the other) as may best tend to the security and safety of the fishermen.

On the 10th of August, or as soon before as the fleet of fishermen under your charge shall be ready, you are to set sail with them, and give them safe convoy homewards to their respective ports, and yourself, with his Majesty's ship under your command, to repair into Yarmouth Roads, and give me an account of your arrival.

You are hereby required not to permit any of the fishing-vessels under your convoy, to fish, or lay line for fish, in any of the places about Iceland, which are by the King of Denmark prohibited to be fished in. And in case you shall find that it is prohibited by the said King to trade there for Wadmote, or other commodities, you are then to cause them to forbear falling into any such trade.

You are upon all occasions to endeavour the maintaining of his Majesty's honour abroad, giving protections to his subjects, and not injuring any of the subjects of his friends and allies; and from time to time, as opportunity offers, you are to give me an account of your proceedings. Given under my hand, at Whitehall, the 11th of March, 166⅔.

To Captain John Fortescue, Captain of his Majesty's Ship the Hound.

James.

To JOHN FOWLER, *Esq. Judge-Advocate of his Majesty's Fleet.*

Whereas upon consideration had of the usefulness of a Judge Advocate to be appointed in reference to the articles established by Parliament, for the regulating and better government of his Majesty's navy, ships of war, and forces by sea, I have thought fit to appoint you to be Judge-Advocate of his Majesty's Fleet: these are therefore, to will and require you, from time to time, to attend all courts martials that shall be called on board the ship Admiral, or any other ship in his Majesty's fleet, where you shall be present, for trial of offenders against the said articles and orders; and to examine all such persons as shall, from time to time, during your employment in the said place, be brought or produced as witnesses, in order to the due proof of the matter of fact laid to the charge of them, or any of them; and in all other things to do and perform the duty of your place, in as full and ample manner as any Judge-Advocate of a Fleet might, or ought to do; and you are to observe and follow such farther instructions and directions, as you shall from time to time receive from myself, or the commander-in-chief of the fleet where you shall be present: and for your service herein, you are to receive such an allowance of salary, fees, perquisites, and other considerations as usually hath been, or that shall be thought meet to be allowed to a Judge-Advocate of his Majesty's Fleet. And for so doing this shall be your warrant. Given under my hand and seal, the 17th of January, 1662.

James.

Whereas it is become too frequent with many of the officers belonging to his Majesty's ships, to purloin and embezzle part of the stores of the ship, and upon any discovery of the same, for the better colouring of the business, to pretend that they bought the said stores with their money, of private persons, when really they were the King's; and that they can give no account of the persons from whom they pretend to have bought them: for the better preventing of the said practice for the future, and to the end the officers of his Majesty's ships may be left inexcusable, I think fit to direct, that you cause to be published unto the officers of his Majesty's fleet, that in case any gunner, boatswain, or carpenter, of any of his Majesty's ships, shall henceforwards deal in any stores whatsoever, of the sort of those which are usually delivered for the ship's use, upon pretence of buying or selling the same, or upon any other pretence whatsoever (it not being intended that the officers of his Majesty's ships should traffic); that upon the discovery of the said stores, they shall be deemed to be embezzled from his Majesty, and the persons in whose hands the same shall be found, shall be esteemed embezzlers of his Majesty's stores, and shall be punished accordingly. Given under my hand, at Whitehall, March 27, 1663.

To the principal Officers, &c.

James.

[To be continued.]

PLATE CCCCXCV.

His Majesty's Ship Union.

THE presentation of the Drawing from which the accompanying Plate was engraved, constitutes one of the many obligations conferred on us by the late R. Speare, Esq. whose death it was our unpleasant duty to state in a former Volume.* The Drawing was made by that gentleman, and is an accurate Portrait of H. M. S. Union. This tower of strength was built under the inspection of Mr. Joseph Tucker, and was launched at Plymouth on the 16th of September, 1811.† We have already given her dimensions as follows:—

	Ft.	In.
Length from the after side of the taffrel to the fore-side of the figure head	221	9
Length on the gun-deck	186	0½
Length of keel for tonnage	153	1
Breadth extreme	51	4½
Moulded	50	7½
Depth in hold	22	0

Burthen in tons, 2149 17 94.

GUNS.

Lower deck	28	thirty-two pounders.
Middle deck	30	twenty-fours.
Upper deck	30	twelves.
Forecastle	2	eighteens.
Quarter-deck	2	————

Besides Carronades.

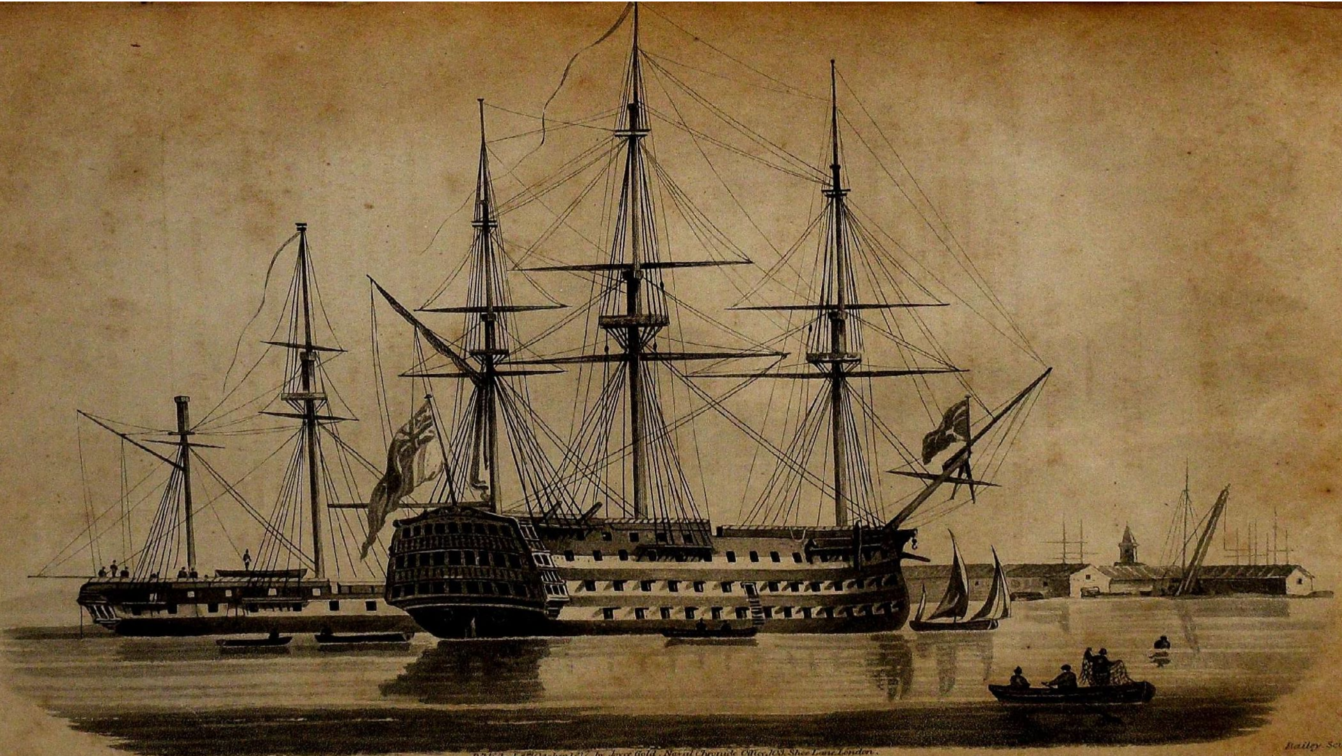
From a Gentleman of the Woolwich Yard, we have been now favoured with an account of her dimensions, which, however, differ a little from the above statement, making her length on the gun-deck, 184 ft. 1 in.; her keel for tonnage, 150. 7.; extreme breadth, 52. 1.; depth in hold, 22. 3.; and burthen in tons, 2194; which seems to be a transposition of figures—these differences are however but trifling in so large a body.

By another Gentleman we are told her full complement of guns is 104; her light draft of water is 14 ft. 7. in.; and a-baft, 17. 8. with 30 tons of balls on board.

She is rated as a 98 gun ship—but is now out of commission.

* See Vol. xxxv. p. 175.

† For particulars of the launch, &c. see Vol. xxvi. p. 322.



Richard Spear Esqr. Invt.
PL. CCCCXCV.

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Bailey Sculp.

H. M. S. Union.

HYDROGRAPHY, PILOTAGE, &c.

MR. HYDROGRAPHER, *October 10th*, 1817.

IF you think the following remarks relative to whirlwinds or water-spouts, worthy of a place in the Naval Chronicle, you will oblige me by their insertion; as the opinion of travellers, and also of philosophers, differ greatly concerning this natural phenomenon, any information afforded by attentive observation, may therefore be interesting, if not useful.

Your Correspondent, *An Old Stager*,* seems to be of the opinion of Theophilus Lindsay, and some other philosophers; *viz.* that in the phenomenon called a water-spout, the water *descends* in columns from the clouds upon the earth or sea, and does not *ascend* from the sea upward to the clouds, which I believe to be the common opinion.

To corroborate his opinion, your Correspondent gives an extract from a Scotch newspaper, stating that a water-spout had descended, and done considerable damage in a part of that country.

In stormy weather, when the barometer is low, and the atmosphere light, if clouds which contain much moisture happen to impinge against any of the hills of an alpine country, they are certainly liable, in such case, to discharge their contents, in the form of *heavy rain*, which descending rapidly from the summits of the hills, rushes with irresistible force down the valleys, carrying every thing before them; and these local discharges of heavy rain are commonly called *water-spouts* by the neighbouring inhabitants. The Hawkesbury River, in New South Wales, is sometimes subject to a rise of from 20 to 30 feet above its natural level, by the sudden rupture of clouds on the summits of the Blue Mountains. About 13 years ago, a phenomenon of this kind happened at St. Helena, when a cloud suddenly broke upon the hill that forms the head of Rupert's Valley, and although the bed of this Valley is generally dry, the immense body of water that rushed through it at this time, bore down the strong line of stone ramparts, and carried some heavy pieces of artillery into the sea.

Your Correspondent, I think (although your Number for Sept. is not now before me), considers the water-spout seen at sea to be a similar, if not the same, phenomenon as this last mentioned, except that the white column in the centre of the spout he considers to be a congregated mass or body of water, descending from the clouds to the sea.—Now, as many water-spouts are of great diameter, I am decidedly of opinion, that if the central white column were a *body of falling water* upon the surface of the sea, its noise would be heard many miles, if not many leagues, like the Falls of Morency and Niagara, and would sink or destroy any unfortunate ship which happened to come in contact with its vortex.—But my experience compels me to think otherwise, as I never heard the noise of any water-spout until very close to it, and then the noise resembled that of steam issuing through a small aperture of a boiler, occasioned by the whirlwind's rapid motion in

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* *Vide* page 220.

disengaging water in the gaseous form from the surface of the sea.—Besides, if the central white column were a mass of falling water, its diameter ought to increase by the resistance of the atmosphere in descending, and consequently be greater near the sea, than higher up towards the cloud: but this probably never happens, as the diameter of a water-spout, as well as its interior column, is greatest near the impending cloud, and converges towards the sea.

That whirlwinds or water-spouts may often differ much in formation and appearance, I believe, there can be little doubt, but I have certainly more than once, both by ocular and tangible observation, been convinced that a whirlwind and water-spout are sometimes one and the same phenomenon.—At one time, when dense clouds charged, with electric matter, approached the shipping in Canton River, a regular water-spout was formed, by a tube descending from the cloud, in the usual manner, and the whirlwind turned one of the ships round at her moorings.—As this whirlwind passed over the island close to the village of Whampoa, it unroofed several thatched houses, and tore the foliage from the trees, which were carried up a considerable way into the atmosphere by the whirlwind, and at this time it had a dense appearance, but as soon as it drifted over the land and came in contact with the water of the river, the white tube became very conspicuous in the centre of the whirlwind, and the water seemed to be torn from the surface of the river, and carried upward in small particles by the whirlwind. Had any light terrene bodies been floating on the river at this time, in the path of the whirlwind, they certainly would have been drawn upward, like those which came into its vortex when it passed over the land.—This was certainly an example of the unity of a whirlwind and water-spout.

At another time, a regular formed water-spout was driven along by the wind till its exterior surface nearly touched the quarter of our ship, when I plainly saw the water disengaged from the surface of the sea with a hissing noise, and carried upward in the gaseous form by the ascending whirlwind, while the vacuum or cavity in its centre was very distinct, with heavy drops of rain falling down both from the interior and exterior sides of the ascending spiral, where it was evident the power of the whirlwind was not capable of carrying all the gaseous particles up into the cloud.—When we were close to this water-spout, the white tube in its centre was not visible, but, only a vacant column, as mentioned above; which column, had we been a quarter or half a mile off, would probably from an optical illusion have appeared as usual, like a white column of water.

In the Strait of Malacca, I have sometimes seen upward of a dozen water-spouts at the same time, and have been near to several: once I passed through the vortex of a whirlpool, produced by a water-spout beginning to form: it was directly under a dense cloud, from which an inverted conical tube was descending, when we passed through the whirlpool in the ship. This was about 20 or 25 yards in diameter, and the water was carried round by the force of the whirlwind over it, with a velocity of about from 3 to 4 miles an hour, breaking in little waves with a hissing noise, by a portion of those waves being torn away in the form of

white vapour. I felt a pleasing sensation at this time, expecting when passing through the vortex of an incipient water-spout, to be a close observer of it completely formed; but whether the communicating force was destroyed by the ship passing through the vortex, or from a deficiency of strength in the whirlwind, or from some other cause, a dispersion of the phenomenon soon followed.

It would be needless to adduce more examples, to exhibit the affinity of the common water-spout, as observed at sea, and the whirlwind; but I fully agree with your Correspondent, that there are various kinds of whirlwinds, and perhaps also of water-spouts; both the former and the latter, as he observes, happens sometimes in this country. On the 27th of June last, a remarkable case, of the affinity of the water-spot and whirlwind, was observed by many persons in the vicinity of London, among whom was the Editor of the *Monthly Magazine*, and a description of this phenomenon is recorded in the *Philosophical Magazine*, No. 232, Vol. 50. When it happened, very dark clouds had collected over the adjoining country, and some stormy rain, accompanied by several strokes of lightning, followed this hurricane of wind.

Your Correspondent says, whirlwinds occur very frequently when the clouds are high, the sun shining, and the wind light; but, although whirlwinds do certainly happen at these times, yet they seem more dangerous and terrific in their appearance when accompanied by dense and stormy clouds. I once observed a whirlwind upon the coast of Coromandel, during a warm day, when there was little wind and no clouds, which carried up a column of sand a great way into the atmosphere; and if it had passed from the land to the surface of the sea, it no doubt would have carried the water upward in the gaseous form, and probably a cloud would have appeared over it.

Whirlwinds of a minor kind may be perceived almost daily; but these are only *eddies* of wind, produced by obstructions of hills, cliffs, buildings, &c. to its regular course, and similar to whirlpools or eddies in a river or strait, occasioned by the prominent parts of the land.

Another kind of whirlwind like those last mentioned, is sometimes experienced to blow from valleys, or over high cliffs, down upon the sea; although this (as your Correspondent remarks) may not happen in Gibraltar Bay, or in Table Bay, at the Cape of Good Hope; yet, in sailing close to high cliffs among the Eastern Islands, I have several times seen whirling gusts of wind descend, and rebound from the surface of the sea, carrying the water in their vortex several fathoms upward, in the form of spray.

Previous to concluding these remarks, it may not be irrelevant to advert to the opinions of some of those who have written in early times on meteorology.

Pliny, in his Natural History, describing sudden blasts of wind, or typhon, says, "There riseth also upon the sea a dark mist, resembling a monstrous beast, and this is ever a terrible cloud to the sailors. Another likewise called a *column*, or *pillar*, when the vapour and water engendered is so thick and stiff congealed, that it standeth compact of itself. Of the same sort also, is that *cloud which draweth water to it*, as it were into a long pipe."

Aristotle, in his third book on Meteors, describes some of the causes of whirlwinds or typhon, and mentions that there are both descending and ascending whirlwinds. Olympiodorus, his commentator, in reference to Aristotle's definition of these winds, says, "And thus through continued vibrations, a spiral and involution of the wind is formed, proceeding from the earth as to a cloud, and elevating any body with which it may happen to meet; on the sea indeed ships, but on the earth animals or stones, or any thing else, which the half blow again suffers to tend downward. This involution, Homer calls *thuella*, but Aristotle, typhon, in consequence of vehemently striking against as it were and breaking solid bodies. Sailors, however, call it *typhon*, because like a typhon *it draws upward the water of the sea.*"

"If, however, it is produced from a cloud, it originates as follows:— The cloud being on all sides condensed, and the inwardly compressed fuliginous exhalation becoming inwardly multiplied and evolved in a multiform manner, the cloud from the violence is suddenly burst, and the inwardly evolved fuliginous exhalation proceeds out of it, preserving the same form which it had within; *viz.* the spiral form. Afterwards the spiral thus tends to the earth, like hairs that are curled, not from the imbecility of the secreting power, but from the pores being winding through which it proceeds, and from its being fashioned together with them. And these indeed are the causes why the spiral of the typhon at one time proceeds *upward from beneath*, and at another *downward from on high*. But the knowledge of these is two-fold: for we know whether the spiral is moved upward from beneath, or downward from on high; and in the first place indeed, from the sight itself. For since the spiral, *viz.* the typhon, is evident to the sight from the density of its parts, when we see it at one time proceeding downward, and at another upward, we say that the beginning of the spiral is from beneath; but if it is alone moved downward from on high, then it must be said that the beginning of it is from on high. In the next place, we know this from the bodies which are hurried away and elevated by the spiral. For if the body is first turned from its proper position, and afterwards is moved obliquely and then elevated, we say that the typhon originates from on high."

Your's, obediently,

J. H.

Chart of the Variation of the Magnetic Needle, for all the known Seas comprehended within Sixty Degrees of Latitude North and South: with a new and accurate Delineation of the Magnetic Meridians. Accompanied with suitable Remarks and Illustrations. By Thomas Yeates.

THE ingenious inventor of this Chart (Mr. Yeates), professes it to be an improvement of that originally invented by the justly celebrated Dr. Halley—"who," says Mr. Yeates, "was the first author of a Variation Chart. Having comprehended the subject of the Magnetic Variations, he conceived the idea of reducing them into a System; and with a sagacity peculiar to himself, designed a Chart of the Variations for the

Atlantic and Indian Seas, which were published 1701. This Chart was afterwards copied and published at Amsterdam on a large scale.

"In the years 1745 and 1756, Dr. Halley's Chart was reprinted, with considerable alterations, by Messrs. Mountain and Dodson, making necessary allowances for those periods; and the same was also copied on a reduced scale, by Mr. Bellin, Hydrographer of France, in 1765; and in 1794, a corrected edition of Messrs. Mountain and Dodson's Chart was printed in London for that period.

"The above-mentioned Charts were all on the Halleyan principle, and extend only to the Atlantic and Indian Seas; but the one now constructed combines the Halleyan system of lines with improvements; which are, a delineation of the Magnetic Meridians, shewing as well geometrically, as numerically, the quantity of Variation for all the known Seas within the limits of sixty degrees of latitude north and south of the Equator, including the whole extent of the Pacific Ocean, with geographical improvements, according to the latest authorities."

The Chart is accompanied with a brief marginal history of the Magnetic Needle, or rather the discovery of its Polarity and subsequent application to the purposes of Navigation; and also the Deductions made by the late Captain Flinders,* from experiments on the Variation of it, which as having no immediate reference to the Chart we shall here insert:—

"The knowledge of the magnet-stone is of considerable antiquity; several ancient nations having contended for the priority of the discovery, particularly the Greeks, Indians, and the Chinese. The Greeks have justly called it the Herculean stone, for its profound and unsuperable qualities. The discovery of its Polarity in subsequent times gave it the name of *Load-stone*, a word of Saxonic original, said to denote its leading property and use in Navigation. Camillus Leonardus, an Italian author, above three centuries ago, says—"That the first navigators, being wholly ignorant of the art of the compass, fitted a needle to a straw, or bit of wood cross-wise, and put it into a basin of water, that the needle might swim: then they drew a magnet round the basin, the needle constantly following it; but the magnet being taken away, the point of the needle turned to the pole."

"This was probably the origin of the invention of the mariner's compass among the Europeans, who improved upon it before A.D. 1200. at which period a native of France wrote a poem in praise of the invention; and their authors assert, that the fleur-de-luces, which is the arms of France, was every where afterwards represented on the instrument, in honour of their country. F. J. de Gioja, a Neapolitan, further improved upon it, 1300.

"Marco Paulo, a Venetian, and celebrated traveller, first reported on the use of the compass found among the Chinese, on his return from the east,

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* For Portrait and Memoir of this gentleman, see N. C. vol. xxxii. p. 177.

an. 1260; and Ludo Vertomanus asserts, that when he was in the East Indies, about an. 1500, he saw a pilot direct his course by a magnetic needle, formed like those then in use. And Mr. Barlowe relates, that in a personal conference with two East Indians, an. 1597, they affirmed, that instead of our compass, they used a magnetic needle, about six inches in length, suspended in a dish of white china earth, filled with water, in the bottom of which are marked two cross lines, to indicate the principal winds, the rest of the divisions being left to the skill of their pilots. But Du Halde asserts, from the Chinese annals, the knowledge of the compass among that people more than a thousand years before the Christian era; and that the name of the instrument at this day is the same as that recorded in their annals.

"The celebrated Columbus first discovered the variation of the compass in his voyage to America, in the autumn of 1492, before which period it was thought the needle at all places pointed due north. This discovery was improved by Sebastian Cabot, a Venetian, in 1500, but the change of the variation at the same place, appears not to have been ascertained until experiments made in England about 1580, and 1620, when the famous Gunter, the author of the Navigation Scale, first determined it by experiment. In this interval, Mr. Barlowe published his Magnetical Advertisements, and the subject acquired popularity on the recommendation of Prince Maurice, then Lord High Admiral of the United Provinces, who ordered his mathematician to compose a book, enjoining "All seamen under his jurisdiction to observe and register the variation in all places." This book was in the same year translated into English by the celebrated mathematician, Edward Wright, containing a Table of Variations, observed at sea and land, and confirming by experiment very different quantities in different places, and that an allowance was necessary to be made in the steering the course of a ship. Mr. Gellibrand published his Discourse of the Variation in 1635, supposed from original experiments made by Gunter.

"Thus the progress of Navigation had advanced with the knowledge of the compass, and explored the Variation of the Needle in different parts of the Globe, and the Variation of that Variation, after a multitude of observations and voyages by the Navigators of England, France, Spain, Italy, and Holland. But all this while the necessary allowance to be made in steering a ship at sea, and the range of the needle caused by the attraction of the ship in different positions with the Magnetic Meridian, seems to have excited little notice, whereas the neglect of this part of the art, has been the sole and unperceived cause of innumerable errors in the variation for regulating the course of a ship at sea. Mr. Wales, the nautical astronomer who sailed with Captain Cook, made remarks on this range of the needle as affected by the different positions of the ship's head, which Captain Flinders sometime afterwards pursued and investigated by accurate experiments, and published his observations, with rules for correcting the same."

The following Deductions, by the late Captain Flinders, were made from experiments which have been instituted, and will serve as indexes to the means by which the errors produced on the compass may be obviated :—

"1st. On board most ships, more especially of war, the iron work, guns, shot, &c. possess magnetic powers, out of which a compass cannot be placed any where within the ship; and if it is placed at a short distance out of the ship, the effect upon it will be even greater than in most parts on board.

"2d. In England, and probably in all parts of the northern magnetic hemisphere, the effect of these various influences is generally, to draw the north point of the needle towards the bodies whence the influences emanate, and to repulse the south point from them.

"3d. The power of each body to alter the direction of the needle depends upon the four following particulars:—First, the strength of the magnetic virtue in that body; second, its direction with respect to the horizontal level in which the needle traverses; third, its distance from the compass; and, fourth, the angle which its bearing makes with the magnetic meridian. Of these, the three last may be changed by altering the place of the compass, without any motion of the ship, and the last may be changed by altering the direction of the ship's head.

"4th. The effect produced upon the compass is the combined result of all the attractions in the ship. If those in one direction be superior to the others, the needle will be drawn that way. If those in two directions be superior to all others, but equal in themselves, the needle will be drawn towards a line passing between them; but if the attractions be equal in all directions, it will suffer no derangement, but remain in the magnetic meridian.

"5th. Were all the iron in a ship confined to the sides, and equally distributed, a needle in the midship line would be always attracted forward when placed abaft the centre; and always attracted aft, when before the centre. But there are three parts, more particularly, where considerable quantities of iron are placed in or near the midship line; and these interfere with the lateral attractions, by counteracting their combined effect in some situations of the compass, and strengthening it in others. About the stern, bows, foremast, and under the forecastle, there is much iron, near the midship line, and some round the main-mast. Towards one of these three situations, if the lateral attractions be equal, a needle in the midship line will always tend with some exceptions. For the advantage of explanation, call the three attracting situations, individually, the *foremost*, *central*, and *aftermost* attractions, and generally the *midship* attractions. The intermediate stations where these attractions neutralize each other, call *neutral stations*.

"6th. When the midship attractions and the lateral attractions are equal, there will be no alteration made in the needle at any part of the midship line, when the ship's head is in the magnetic meridian, either at north or south. These are then the *points of no difference*; but if the midship attractions lie to either side, or the lateral attractions be unequal, the

points of no difference will not be at north or south, but at those directions where the head must be, to bring the mean of the attractions to lie north or south from the compass. Thus, if the mean attraction lie forward 10° from the midship line to the starboard side, the points of no difference will be N. 10° W. and S. 10° E. when the attraction will lie in the magnetic meridian, and no change be produced in the needle. And if the attraction lie aft 10° over to the same side, the points of no difference will be N. 10° E. and S. 10° W.

"7th. The directions of the ship's head, at which the greatest differences will be produced by the attraction in the ship, are at right angles to the points of no difference. At the intermediate points the differences will be proportionate to the greatest difference, as is the *sine of the angle of deviation from the points* of no difference, to radius.

"8th. The stations most important to be known, are the *neutral stations*, where the needle being equally affected by the attractions forward and aft, remains true. The foremost station usually lies at a little more than half way from the main, towards the foremast; and the aftermost neutral station very close to the stern.

"9th. Neither the exact places of the midship attractions, nor of the neutral stations, can be known without experiment made in each ship; nor otherwise can it be known what are the points of no difference; what will be the greatest difference; nor even which way the needle will be certainly attracted; so varied is the magnetism in different vessels. The points of no difference, however, are most usually north and south, or very near them.

"10th. The mean of two bearings or variations taken with the ship's head at any *two opposite* directions, or at any equal number of degrees from the points of no difference, will be the correct bearing or variation so far as the compass can be depended on, and the observations are well taken.

"11th. The strength of the magnetic virtue in the iron on board a ship, depends upon the situation of the ship with respect to the magnetic poles of the earth. That when the ship is nearest to the north pole, the iron in general attracts the north end of the needle, and the more strongly as the ship approaches nearer the pole. When the ship is in the southern magnetic hemisphere, the iron attracts the south end of the needle; and the degree of its strength is proportionate to the greater vicinity of the ship to this pole, than to that of the opposite hemisphere. At the magnetic equator, where the difference of the two poles is equal, or nearly so, and their powers ballanced, the iron does not attract either end of the needle in preference.

"12th. The dip of the needle being produced by the same cause which gives magnetism to the iron in a ship, will serve as a measure for the relative force of that magnetism, and for the differences produced by it in a compass at different parts of the earth. Thus, in changing a ship's head from north to east, if a difference of 4° to the right is found in the English Channel, where the dip is about 72° N. at another place where the dip is 36° N. the difference from an equal change in the head should be 2° the same way, provided the place of the compass be the same, and the iron

be unchanged. At 36° dip of the south end of the needle, the difference should also be 2° under the same circumstances, but to the left instead of the right."

So far as our inadequate knowledge of the subject enables us to decide, we have no hesitation in saying, that Mr. Yeates has produced a very valuable subsidiary Guide to the Navigation of the Seas laid down, and is eminently entitled to that general patronage which we have no doubt he will obtain.

Poetry.

THE ORWELL.

A FRAGMENT.*

THE crowd shouted loudly,
As the rifled wave caught her;
And the ship she rode proudly
Upon the blue water.

And long may she ride safe
Across the rough breaker;
And still may she 'bide safe
When tempests o'ertake her.

Her pennons now streaming,
She flies o'er the billow;
The sea-bird is screaming,
Arous'd from his pillow.

Still onward she rushes
To the land of the Sun,
The curl'd wave she crushes
Ere his course be half run.

Where the monsoon lashes
The Indian ocean,
And the white foam dashes
In endless commotion;

The breezes are singing
Aloud in her cordage
* * * * *
* * * * * *

T. B. L.

* Vide p. 304.

AN ACROSTIC,

Addressed to Captain Inglefield, on his Marriage to Miss Otway, Daughter of the late excellent Vice-admiral Otway.

IN Wit's bright hall, by learning grac'd,
Neptune a brilliant vase had plac'd;
Glory extoll'd with eye of fire,
Love trimm'd his dart and tun'd his lyre;
Ev'n Jove himself was pleas'd to see
Fancy and Neptune thus agree;
" I view," said he, " on Ida's mount,
Each votary at Castalia's fount;
Love, lore, and laurel grace my shield
Decree them all to Inglefield!"

M.

THE ROYAL CRUISE!

BY AN OLD PURSER.

WHEN the Yacht, with the Standard at gallant-mast flying,
Weigh'd anchor, and all hands made sail,
Old *Neptune*, the bustle on board well espying,
Cried " This is nor hoax, nor false tale!
" Haste *Tritons*, and *Nereids*, to *Boreas* quick flee;
" Here's the devil to do;—*Britain's* REGENT'S *at Sea!*

" No more for a month must we thunder or bluster;
Let the first Royal Cruise prove a feast:
'Twere better, then, good-natur'd manners to muster,
To give *him* light airs from the East,
And banish to Biscay foul breezes and rain,
For the REGENT is Son of—*The lord of the Main!*

" Nor let yon impertinent mortals on earth
Deem our consequence lower'd at all;
He, whose wisdom rous'd *Europe* to freedom and mirth,
Claims respect, from the *Gods*, far from small;
Long *his* glories and honours their bloom shall maintain,
For the REGENT is Son of—*The lord of the Main!*"

Fitzroy-square.

THE SAILOR'S FAREWELL.

NOW our boat is prepar'd on the shore, love!
Now the signal, see, calls me afar!
Now the crew ev'ry one at his oar, love,
Are impatient to join in the war!

Now the ship heaving in with a will-ho!
Short a-peak is the anchor—away!
Now her stem how it cleaves through the billow,
As she stretches along through the bay!

Then, ah! leave me, ah! leave me, my dear, do,
Although parting to each be a thorn;
Yet a Sailor is still to the fair, true,
As the point of the compass—return.

Now a gun from the ship in the bay, love,
And the boat only waiting for me!
So farewell, my dear girl, lets away, love,
Since the whole are so eager for sea.

THE FAREWELL-NIGHT.

SOFT, how softly the breezes are blowing,
With the ship skimming over the main!
Smooth, how smoothly the water is flowing,
With the moon, silver moon, on the wane!

See, her face is pourtray'd on the ocean,
Like my charmer's fair face on my heart;
While her sweetness gives rise to the notion,
Of the sweetness my dear can impart.

No! Ah no! 'tis no sign of commotion,
When the moon is delightfully clear;
When the sea is unruffled by motion,
When we think on the object so dear.

Yet the scud to the moon is a-flying,
And the swell is beginning to rise;
And the breeze that was only a-sighing,
Like a tempest to howl through the skies.

THE STORM.

SEE, how black is the ocean and sky, too
See, what mountains of water arise!
What a height, see, our ship has to fly to!
What a depth, when she falls from the skies

Hear, the winds, how they roar! how they bluster!
See, the lightnings that strike on the eye!
Hear, the thunders aloft, what a burster!
How like pitch, how like gas, is the sky!

Are we under the water, or over,
Are we now in the sea, or the air;
Are we yet, Heav'n! beneath thy wide cover,
Amidst death, Chaos, hell, or despair?

But the morning, though stormy, comes sweetly,
And the winds seem to soften away;
And the clouds that look'd black very lately,
Appear rosy and fleecy with day.

AN ENEMY IN SIGHT.

BUT behold, while the winds are abated,
While the waves are less powerful and strong;
With the world, as if newly created,
An American standing along.

She has double the number of cannon;—
Look a-stern, we are right in your wake;
And remember, remember the Shannon,
While we capture a new Chesapeake.

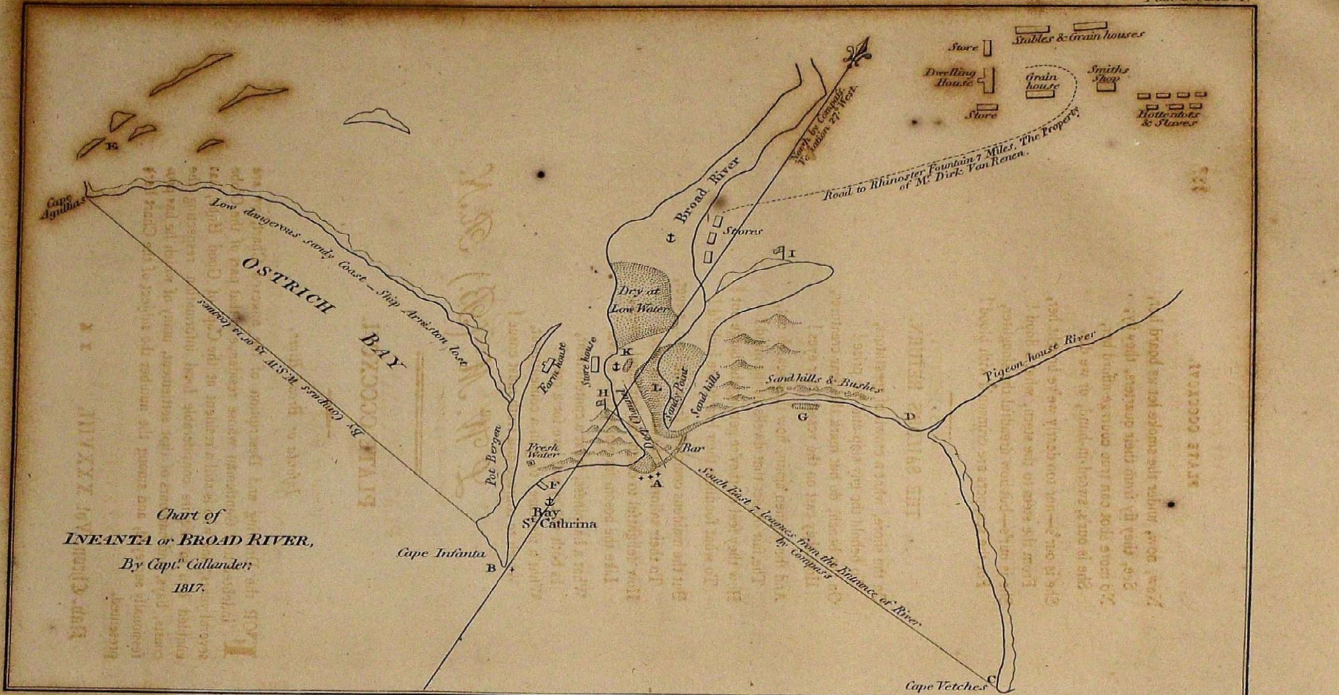
Then, your topsail a-back to the mast lay,
Beat to quarters, stand each by your gun;
But take care, for we'll be on your gangway,
Though you send from your broadside a ton.

Quickly down with the stripes, in their place, put,
The old Union, your fathers ador'd;
Until then, only look in our face, but,
And you'll sharpen the point of the sword.

THE BATTLE.

WE come up alongside, we alarm her,
We've receiv'd the full weight of her fire;
In our turn, let us give her a warmer,
From our shores she shall never retire.

Ev'ry shot make it tell in her hull, boys,
Or her masts knock away by the board;
Let our broadside be charg'd to the full, boys,
Let her feel all the wrath of her Lord.



R.Rowe sc.

Published Octr. 31.1817, by J. Gold, Naval Chronicle Office, 103, Shoe Lane, London.

Now, now, under the smoke let us board her,
See, they fly from their quarters, they fly;
No more shot can true courage afford her,
She is our's, sword-in-hand, or we die.

She is our's—nor too dearly we've bought her,
From the stem to the stern, what a flood!
She is our's—but how dreadful the slaughter,
For the scuppers are crimson'd with blood!

THE SAILOR'S RETURN.

On the shore, what a crowd of spectators,
To behold the gay ship and her prize!
On the beach, do but mark the dear creatures,
How they cast on the vessel their eyes!

And the seamen again, how they search out,
The fair object that dwells in the mind!
How they feel as they're getting the barge out!
To what fondness their hearts are inclin'd!

But the maidens come off, from the land, sweet,
To their sailors, and each like a rose;
How delightful to catch the fair hand, sweet,
Like the bosom far whiter than snows.

What a happiness, what a contentment,
Is both vict'ry and love for a crew!
What a pleasure, to gain a consentment,
Which to courage and truth must ensue!

L. W. M. (B.) R.N.

PLATE CCCCXCVI.

Infanta or Broad River.

FOR the Drawing and Description of the annexed Chart, we are indebted to a Gentleman whose residence in that part of the Globe several years, and who is still a resident at the Cape of Good Hope, has enabled him to acquire considerable local information respecting the coasts, bays, and harbours of that settlement, many of which he has professionally surveyed, and among the number the subject of the Chart here presented.

Description of the Chart, with some Account of the Ship Arniston.

These different resemblances of the Table Mountain at the Cape of Good Hope, when bearing from N.b.W. to N.N.E. from Cape Infanta, led the unfortunate ship Arniston, into error, having seen these mountains on the day before, being cloudy, dark, rainy weather, had not a distinct view, and run as they supposed, a sufficient distance to have passed the Cape of Good Hope, while they were yet to the east of Cape Aquilias, and bore up N.W. for St. Helena, which course, brought them directly into this Bay, where the rocky and shoal water extends in many parts two leagues off shore. This serious loss was owing to the neglect of sounding before they bore up N.W.; had they taken this precaution, the loss of nearly four hundred lives would have been prevented, by finding themselves in soundings of from 55 to 65 fathoms, which would have immediately convinced them, that they were to the east of the Cape of Good Hope, instead of being entirely out of soundings. Had they been only four leagues to the westward of the Cape, and had they been ignorant of this remarkable circumstance, finding themselves in that depth of water, they would have naturally sounded during the many hours they were running in N.W. and would have discovered that they were running on shore, by shoaling the water so fast as they must have done on that course.

The six only survivers, who arrived in Cape Town, declared to me that no attempt to sound had been made that day, until they saw the land, then it was too late, being only about two leagues from the shore, and found that they could not clear the land on any tack, consequently anchored in rocky ground, which cut two cables; and about four P.M. judging that which they were then riding by would share the same fate, cut it, and made some sail, and endeavoured to run on shore into more safety, but, unfortunately, the ship was immediately among the rocks, upwards of two miles off shore, when she immediately heeled with her decks off to seaward, by which unfortunate circumstance, the whole were in a short time no more, the sea raging high, broke into the ship, filled her, and broke her into thousands of pieces before it was dark. Had the unfortunate ship been able to round Cape Infanta on the eastern tack, she would have been saved in St. Catharine's Bay, where she would have been in good anchorage; or had it been necessary to have run on shore here, the lives and property would have been saved, as there is no safer place on this coast for a ship in distress. Cape Infanta shelters a ship from the heavy S.W. swell and sea, which came in from that quarter, and should it so happen, that a ship has lost all her anchors, she may run on the sand at the entrance of the river, or she may run on shore at the proposed wharf, at F, being sandy, clear, ground, where she will take the ground before she comes near the breakers, should there be any near that part, which sometimes happen, but only on the shore, and seldom prevents a boat from landing; on the bar at low water, it is only seven and eight feet; with high water, fourteen and fifteen feet.

The rocky point at A must be carefully avoided. The flag-staff on the sandy-hill N.W., is nearly the bearings for crossing the bar in the deep

channel; there is generally a break on the bar at low water until half flood, and probably all the flood at neap tides, if the sea is high, and much swell from the S.W.; it is high water at full and change in this river, and all along the coast at half-past three o'clock. The whole of St. Catharine's Bay is free from danger, and good anchorage; a ship may approach towards F, according to her draught of water, without fear of danger, bringing Cape Infanta to bear as much to the southward as possible. Here ships of any size may lay and load when a wharf is built, which may be easily done, having stone in great abundance on the spot. Much delay happens by a vessel being in the river, owing to the S.E. wind blowing directly into the river, which prevents the vessel getting out; this was experienced by Mr. Dirk Van Reenen's Schooner, of 100 tons, in September 1816, on her first voyage into this river: Mr. Van Reenen being the proprietor of that fine and extensive farm, Rhinoster-fountain, and two others contiguous to it, has established the navigation of this river, not only for his own convenience and consideration of benefit, but for the general good of the colony, that part of the country being the richest corn district, and having likewise great numbers of salt-pans, producing many ship-loads of the most valuable salt every season, and abundance of limestone; these articles, and all other produce of the country, are brought to Cape Town every month by Mr. Van Reenen, who makes also a great quantity of fine cheese on his farms for the Cape Market. These farms have been hitherto for only breeding horses, of which Mr. Van Reenen never has a less number than 700 to 1000 of the finest breed, he having the best English and Arabian stallions. Here a village may be erected, and in a short time towns may make their appearance along the banks of this noble river, where many hundred vessels may lie, being navigable for such vessels nearly 20 miles upwards, and within a few miles of Smallendum; and a part of that river named Pigeon House river may be taken out of its present bed, and may be led afer the plough all over those extensive plains, and down to the broad river, and furnish towns with fresh water; this would be wanted, as the tide flows up 15 or 20 miles in the broad river; consequently, it is always salt at the lower part at Mr. Van Reenen's house. Such establishments would employ thousands of distressed men with large families now in England and Ireland; and here there is plenty of room for such establishments. Where so many thousand acres of fine land lies waste for want of inhabitants to cultivate them. That noble harbour, Saldannah bay, would employ several hundred idle men, and prevent them from starving, and from being hanged in England. By bringing the Berg river into the bay, by which a large tract of land now laying waste would be cultivated, woods planted, &c. &c. Mr. James Callender was requested by General Jansens to examine the Broad river, but owing to information having arrived at the Cape at that moment, that hostilities having commenced in Europe, Mr. C. desisted from this examination at that time; but at the request of Mr. Van Reenen, he transported a boat overland by waggon, and examined this river, during the year 1811, and found it to be navigable for vessels of easy draught, from 50 to 100 tons burden, which induced Mr. V. to purchase a

schooner of 100 tons, drawing only ten feet when loaded. The writer of this is sorry to have it in his power to state, that this Government would not render the least assistance, when an application was made for the government schooner of 50 tons to proceed in order to examine this river; on the contrary, they demanded 1500 rix dollars for the loan of the schooner, and also to insure her for the same amount in case of loss. A similar instance happened to Mr. Callandar when he examined the Nysna River; he was obliged to write from Plittenberg's Bay to his friend in Cape Town, to send him a boat, by which he was enabled to examine that river, for the first time, in 1799, at which time the Dutch had been in possession of the Cape 149 years. Such neglect appears highly culpable, and more particularly, as those rivers are navigable, and therefore may admit the army of an enemy to be landed at pleasure. We shall call this neglect in the Dutch (policy), as was their plan, with regard to all their eastern coast; because they knew that all those bays were accessible. And we have found, since the year 1796, that they are much safer harbours than a great many of our English ports, where hundreds of ships are constantly at anchor, and where as many are lost every year; and, except Table Bay, we have not had a single loss by a gale of wind, by driving from anchor, although we have known several ships to have been in these different bays during gales. All have good anchoring grounds, if the cables and anchors be good, and necessary attention of the officers on such occasions. The neglect of this is more frequently the loss of ships, than owing to the violence of the gales, where ships are at anchor; viz. in attention to the cables to prevent their being injured in the hawse or otherways: and it is not uncommon to allow the whole cable to run out for want of being klinched, or secured to the main-mast. This happened to be the case in one of the ships lately lost in Table Bay in 1816; and, being a new cable, would have certainly prevented the loss, had the proper attention been paid.

NAVAL HISTORY OF THE PRESENT YEAR 1817.

(September—October.)

RETROSPECTIVE AND MISCELLANEOUS.

OUR view of the past month presents us but little subject for especial observation. The Dey of Algiers, it seems, has died the natural death of a Dey; and, it is also reported, that the cause was his formal adherence to the late treaty—this is as we asserted—the validity of a treaty with Barbarians acquires but little confirmation from the signature, and even the *will* of the Dey. It is not with pen and ink that these pirates are to be made honest—nothing but an armed protective Naval force can have any durable efficiency.

The cause of the South American Independents proceeds with varied success, and the conduct of the Royalists with its accustomed cruelty. It is not

many months since we had an account of a young lady being brutally flogged through the public streets of Cumana, for some trifling expression of favour to the Patriots—and of which punishment and the ingenuous shame it generated in a superior mind she died. We now learn that in a royalist schooner lately arrived at Laguira from Cumana, with several other prisoners was a beautiful young girl, sentenced to have her hands cut off, for having been seen in the act of making a Patriotic flag! Surely the cause of the Royalists can never be benefitted by such resentments.

Barbadoes Papers to the 27th of July have been received. In the early part of July, Lord Combermere reviewed the military of the island and expressed himself much satisfied with their state of discipline. The inhabitants of Barbadoes have been giving several splendid entertainments to their new Governor, of whom they are very proud. His Majesty's ship Antelope, bearing the flag of Rear-Admiral Harvey, anchored at Barbadoes on the 1st of July. The Hydra, Scamander, Brazen, and Childers, arrived a few days after. On the 15th of July, the right wing of the 2d regiment left Barbadoes for St. Vincent, in the Hydra, which ship was afterwards to call at St. Kitts, and take to Barbadoes the right wing of the 63d regiment. Major Conolly, of the 2d regiment of Foot, died on the 10th of July, on his passage to Barbadoes from Tobago. He was buried in St. Michael's Churchyard on the 13th, with military honours. On the 23d his Majesty's ships Antelope and Scamander sailed from the Island; the latter from Bermuda, being in want of stores. The Duke of York packet from Falmouth arrived at Barbadoes on the 24th July; on which day a vessel also arrived there from Antigua, bringing a company of the 63d Foot. On the 26th of July the Freeling packet reached the Island.

From *The National Intelligencer* of the 14th of August.—"Two of the Commissioners of the Navy (Commodore Rogers and Commodore Decatur) are now absent at New York, to make arrangements for the construction of a line-of-battle ship and two frigates. Our navy is to consist of 12 ships of the line, 19 frigates, 8 sloops of war, 4 steam batteries, and a proportionate number of small vessels, independently of the fleets on the Lakes. We have now in commission 3 ships of the line, 3 frigates, 7 sloops of war, and a number of small vessels, employed in surveying our coast and other services."

In the Dock-yard at Plymouth, the Saturn, 58 guns, is in the dock to be reduced to a frigate, on the plan of the Elephant; the Mulgrave, 74, Foudroyant, 82, and Stirling Castle, 74, in dock, undergoing a thorough repair; the Kent, 80, Resistance, 46, and Pyramus, 42, on slips, rebuilding; the Britannia, 120, London, 104, Lancaster, 60, and Portland, 60, building; the Statira, 46, Cerberus, 46; Proserpine, 46, and Circe, 46, with two ten-gun brigs, and two revenue cutters, ordered to be built.

The Members of the Navy Board who are arrived at Plymouth continue their investigations at the Dock-yard, with a view to the consolidation of some offices, the reduction of the present establishment of others, and the superannuation of old infirm men. They mustered all the men employed in the yard yesterday.

R. Ward, Esq. of the Ordnance, has been here some days, officially employed, with a view to a reduction of public expenses in the Ordnance Department.

We understand Admiral Sir George Campbell is to be made G. C. B. in the room of the late Sir J. T. Duckworth.

From the accounts that have been printed by order of the House of Commons, it appears that the gross produce of the revenue of Great Britain for twenty years (from the 5th of January, 1797, to the 5th of Jauary, 1815,) amounted to the enormous sum of twelve hundred and ninety-two millions, one hundred and eighty thousand, five hundred and ninety-two pounds, five shillings and three halfpence sterling—a sum of money that almost baffles the imagination! This amount was expended in the prosecution of the war, besides an additional sum of about six hundred millions sterling added to our funded and floating debts.

Government has recently enforced the navigation laws in the Mediterranean seas, and all ship passes have been taken away from the ships of the Italian, and other Eastern ports, which sailed under the British flag. The intention was good, but the effect has been injurious to Britain; because ships which obtain the Mediterranean passes must have three-fourths British seamen; and ships thus manned sailed at lower freights than northern ships, and afforded equal protection against the Barbary corsairs as the British flags.

There has been a vague report that a war was likely to take place between Russia and Turkey, with which two intimations from Government to Lloyd's seemed to be in unison. The first was, that on Wednesday the 29th of October, Government would be ready to treat for the hire of two or three copered ships, of from 300 to 400 tons, as regular transports for four months. The second was for tenders for the conveyance of 800 men from Portsmouth to Malta, under certain conditions. It has not transpired for what precise purpose these men are to be sent to Malta at this season of the year; but we apprehend the general condition of the Mediterranean politics may justify an accession even of land force. We should not wonder if they are required for the Ionian islands, and the security of Parga on the Continent; or if they were meant to supply the place of troops sent from Malta on that destination.

Captain Maling, R.N. has built a very neat chapel, which will contain about 500 persons, at Hylton Ferry, in the County of Durham, which was opened for divine service by the rector of Bishopswearmouth.

The Insurgent privateers infest the Mediterranean. In the course of eight days they have captured between Cape Palos and Cape Creus, eight Spanish vessels, from Valence, Barcelona, and other ports, on that part of the coast.

The following fact, mentioned in the Paris Papers, is confirmed by being posted at Lloyd's:—"The *Jean Charles*, of Nantes, from the Havannah, has been taken by an Insurgent privateer, off Bermuda, and carried into Amelia Island."

Some official accounts have arrived of the progress of the Insurgents of Upper Peru and Chili.—They are dated so far back as last April and May. The first relates to an attack on the town of Tarija, the capital of one of the six districts corresponding to the Intendancy of Potosi. After a severe conflict, in which no quarter was given by the Rebels, they suc-

ceeded in gaining possession of the place, the Royalists being compelled to lay down their arms, and surrender themselves as prisoners of war. The other action relates to Chili, where the Commandant of Heras was also successful against the Royalists, and captured, according to his own account, a considerable quantity of stores, ammunition, &c.

In the month of April last, all the ports on the Chili, and in the viceroyalty of Lima, were declared by the Royal Government in a state of rigorous blockade, with the exception of Saint Marie, Callao, and Colon.

It appears by an official statement, that the net Revenue of Great Britain received in the quarter which ended the 10th inst. amounted to 11,104,476*l.* whilst that of the corresponding quarter last year was 11,024,710*l.* being an increase, as compared with 1816, of 99,766l. Here then is a small turn in the scale of our vast affairs, but then it is on the right side, and is the first that has been for so many quarters. It must not, however, be lost sight of, that the deficiency of Revenue to Expenditure is still 3½ millions, 14 millions per annum, which is covered by loans and other methods of borrowing. The following is a comparative statement of some of the different items of the income. The very great deficiency in Excise Duties is attributed chiefly to the suspension of the process of malting by most of the great brewers, in consequence of the bad quality of last year's crop: as they have now resumed that branch of their operations, there will be a corresponding improvement in the amount of the January quarter.

	In 1816.	1817.
The Customs produced	£ 943,350	£1,183,626
Excise	4,178,819	3,611,968
Stamps	1,487,447	1,688,663
Post-Office	365,009	354,000
Assessed Taxes	714,223	782,553

The most important subject that intrudes itself upon the attention of the British subject, is the National Debt; that is, the amount of the expense incurred during former wars, the interest of which (including 14,000,000*l.* appropriated to the Sinking Fund) amounts to 44,000,000*l.* per annum.

In addition to the improved state of the Revenue for last quarter, as an evidence of returning prosperity, we are happy in being able to state a less unequivocal proof. By a gentleman just returned from a commercial tour through the northern parts of the kingdom, we are informed that at Glasgow, Liverpool, Birmingham, Sheffield, Nottingham, and other commercial and manufacturing towns in the north, scarcely a single artizan is now unemployed. At Manchester, in particular, such has been the demand for goods, that hardly a bale, comparatively speaking, remains unsold in the warehouses.—At Birmingham also the demand for fire-arms (supposed to be for South America) has of late been excessive—and every where reviving commerce is bringing its usual attendants, happiness and contentment. This increased demand for the products of industry will do more for the maintenance of good order among all ranks, than an hundred suspensions of the Habeas Corpus Act.—*Star.*

A METEOROLOGICAL JOURNAL,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From the 20th of September, to the 20th of October, 1817.

1817.	Winds.	BAROMETER. Max.	Min	Med.	THERMOMETER Max.	Min.	Med.	Evap. in In. &c.	Rain in In. &c.	
		In.	In.	In.	°	°	°			
Sept. 21	N.E. to E.	30·14	30·06	30·100	65	49	57	—	—	
22	E. to N.E.	30 00	29·98	29·990	61	48	54·5	—	—	
23	E. to N.E.	30·10	29·98	30 040	66	51	58·5	·45	—	
24	E. to E.S.E.	30·10	30·00	30·050	66	58	62	—	·04	
25	S.W. to W.S.W.	29·80	29·59	29 695	65	55	60	—	·30	○
26	W.S.W. to W.	29·48	29·43	29·455	62	51	56·5	·20	.16	
27	W.S.W. to W.N.W.	29·66	29·55	29·605	53	47	50	—	·40	
28	W. to W.N.W.	30·10	29·88	29·990	60	40	50	—	—	
29	N.W. to S.W.	30·17	30·14	30·155	60	48	54	—	·22	
30	N E.	30·08	30·06	30 070	54	46	50	·20	·05	
Oct. 1	N.E. to N.N.W.	30 00	29·91	29·955	58	35	46·5	—	—	
2	N.	30·26	30·20	30·230	48	32	40	—	—	
3	N. to N.E.	30·23	30·20	30·215	52	39	45·5	·20	—	☾
4	N.E. to E.	30·30	30·29	30·295	57	40	48·5	—	—	
5	N.E.	30 39	30·36	30·375	57	38	47·5	—	—	
6	N.E.	30·38	30·33	30·355	55	36	45·5	·70	—	
7	N.E.	30·26	30·24	30·250	55	45	50	—	—	
8	E. to E.N.E.	30·21	30·14	30·175	52	39	45·5	—	—	
9	E. to E N.E.	30·10	30 04	30·070	52	39	45·5	·40	—	
10	N.E. to N.	30 04	30·04	30·040	55	42	48·5	—	—	●
11	N.	30·18	30·07	30·125	51	33	42	—	—	
12	N. to N.N.W.	30·24	30 19	30 215	52	35	43·5	·30	·01	
13	N. to N.E.	30·42	30·34	30·380	52	33	42·5	—	—	
14	N. to N.N.W.	30·39	30·31	30·350	51	38	44 5	—	—	
15	N.N.W. to N.	30·22	30·08	30·150	50	37	43·5	·25	·05	
16	N. to N.E.	30·07	29·98	30 025	51	38	44·4	—	·09	
17	E. to N.E.	30 16	30·14	30·150	50	35	42·5	—	—	☽
18	N.E. to N.	30·05	29·96	29·999	44	40	42	·20	·20	
19	N. to N.E.	30·02	30·02	30·020	47	40	43·5	—	·12	
20	N.E. to N.	30 08	30·02	30 050	49	38	43·5	.05	·02	
		30·42	29·43	30.086	66	32	48·2	2·95	1·66	

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

Results.

		Inches.		
Barometer	Maximum..	30·40	Oct. 13th,	Wind N.E.
	Minimum..	29·43	Sept. 26th,	Ditto W.S.W.
Range		·99		
Mean barometrical pressure		30·086		
Greatest variation in 24 hours		·45		
Number of Changes........		20		
Thermometer	Maximum..	66°	Sept. 23d and 24th,	Ditto N.E. & E.
	Minimum..	32	Oct. 3d,	Ditto N.
Range		34		
Mean temperature of the Atmosphere		48·2		
Greatest variation in 24 hours		20		
Evaporation during the period		2·95 Inches.		
Rain, ditto		1·66 Do.		

The Winds have veered but little from that point of the Compass between N. by W. and E. by S., and their deviations from the N.E. have been alternate: this direction of the winds, in great measure, accounts for the greater mean elevation of the Mercury in the Barometer; and the very great difference in the mean temperature of the Atmosphere (viz. 12·2°) between this and the preceding period.

REMARKS ON THE WEATHER.

SEPTEMBER 21. A *stratus* at Spithead at 7 A.M.: an overcast sky and a brisk wind all day: faint moon-light through the attenuated parts of a veil of *cirrostratus*.

22. A clear morning, and a strong breeze from the East: P.M. distant *cumuli*, and linear and plumose *cirrus* of a rose colour at sun-set: a clear night.

23. A.M. as the preceding: P.M. fine, with *cirrus* and *cumulostratus*.

24. A fine calm day, with *cirrostratus* below *cirrocumulus*: *nimbi* and light rain at night.

25. Overcast till 11 A.M. afterwards fine, with the same modifications as those of yesterday: a light gale from the S.W. and rain through the night.

26. A strong equinoctial gale, with large *nimbi*, &c. and light showers through the day and night.

27. A cold rainy day; the maximum of temperature being at 8 A.M. The Western sky was very red at sun-set, soon after the gale returned from the same quarter, and died away at midnght: in the early part of the evening, several lunar halos and caronas of various sizes and colours appeared on passing beds of *cirrocumulus*.

28. A fine day, with *cirrocumulus*, linear and undulated *cirrostratus* and *cumuli*: from 1 till 3 P.M. a solar halo 44° in diameter, formed on vapour descending into the lower medium, which, after resolving into detached clouds, hastily evaporated after sun-set: a clear moon-light night, and much dew.

29. At 8 A.M. a fine sky of fleecy *cirrocumulus*, which passed off; and at 11, *cumuli*: from noon till 1 P.M. a solar halo, the same diameter as that of yesterday: the sky overcast in the afternoon, and rain in the night.

30. Overcast, and a cold wind from the N.E. all day: the night as the preceding.

OCTOBER 1. Overcast with attenuated *cirrostratus*, through which the Sun shone faintly at intervals, accompanied by a corona varying in colour till 5 P.M.: a clear sky at night, but misty near the horizon.

2. Hoar frost early, and a transparent atmosphere through the day and night.

3. A.M. as the preceding: this morning the mercury in a Six's thermometer receded to the freezing point, which is upwards of a month earlier than it did last year: P.M. fine, with *cumuli*.

4. As the preceding day, and a strong breeze from the N.E.: the Sun set red, when the *cumulus* clouds evaporated: a fine clear night.

5. A grey morning, and a *stratus* at Spithead: the day and night as the preceding.

6. A.M. fine, with *cirrostratus*, and *cirrocumuli* in large beds: P.M. a clear sky.

7. A *stratus* on the harbour and at Spithead, and a transparent atmosphere with a fresh breeze, and a blush on the twilight at sun-set: some passing clouds in the night, and a long trained Meteor of the apparent size of the planet Mars, when most refulgent.

8. A fine day, and a gentle gale from the East: a clear star-light night.

9. A.M. a *stratus* on the harbour, a clear sky, and a strong breeze: P.M. fine, with *cumuli*, and much *cirrostratus*, behind which the Sun set very red.

10. A.M. fine, with *cumulostratus* and haze below: P.M. an overcast sky; during the last 36 hours, the barometer has been quiescent.

11. *Cirrostrati* and *cumuli*, below *cirrocumulus*, and a stiff breeze from the North: a fine day, and a clear star-light night.

12. A.M. fine, with *cumulostratus* below *cirrocumulus*, a light gale, and a high Spring tide: *nimbi*, with scuds of rain in the afternoon: at ½ past 4 P.M. a beautiful solar Iris, whose exterior bow measured upwards of 100° in diameter: the night as the preceding, and much dew.

13. A clear sky till 9 A.M. then fine, with various modifications of clouds; and a dash of rain at 5 P.M.

14. A light hoar frost, and a fine morning: P.M. *cumulostratus*, and overcast at night.

15. A.M. a dense lowering atmosphere: P.M. rain, and light airs from the N.N.W:

16. As the preceding till 11 A.M., afterwards *cumulostratus*, followed by large *nimbi*, a cold N.E. wind, and light showers at intervals.

17. A fine day, with various modifications of clouds, from the *cirrus* to the *nimbus*, and a strong breeze: *cirrostratus* prevailed at night.

18 & 19. *Nimbi* in the overcast sky; with a cold N.E. wind, and rain, mostly drizzling.

20. Overcast with *cumulostratus* nearly all day and night.

ERRATA—For lunar *cirrus*, page 260, line 16, in the last Number (Remarks on the Weather), read linear *cirrus*: and for *cassioped*, page 261, line 9, read *cassiopea*.

Promotions and Appointments.

Captains, &c. appointed.

Right Hon. Edward Lord Viscount Exmouth is appointed commander-in-chief at Plymouth, *vice* Sir John Duckworth, Bart. G.C.B. deceased.

Captain Hon. Pownall B. Pellew, M.P. is appointed captain of the Impregnable, the flag-ship of Lord Exmouth.

Rear-admiral Sir Home Popham, K.C.B. is named commander-in-chief at Jamaica.

Captain Charles Malcolm, brother of Admiral Sir Pultney Malcolm, is appointed to command H.M.S. Sybille.

Captain Norwich Duff, to the Rifleman.

Captain M. Felix, to the Beaver.

Lieutenant J. Johnstone is appointed flag-lieutenant to Admiral Lord Exmouth.

Lieutenant J. Couch, late first lieutenant of the Impregnable, and Lieutenant W. E. Wright, are promoted to the rank of commander.

Lieutenant Pemberton Ellice, and D. Dent, of H.M.S. Minden, are promoted to the rank of commander.

Lieutenant J. C. Hickman, first lieutenant of H. M. late ship Alceste, is promoted to the rank of commander.

Captain James Thomas Paisley, to the Redpole.

Captain H. Robinson, to the Favorite.

Lieutenant W. J. Mingay, of the Royal George yacht, is promoted to the rank of commander.

Captain G. G. Willes, to the Cherub.

Lieutenants, &c. appointed.

The Hon. Charles Abbot, son of Lord Colchester, is promoted to the rank of lieutenant.

Mr. Chamberlayne, of the Royal George yacht, son of the late Admiral, is promoted to the rank of lieutenant.

Messrs. S. Ogle, R. Aitken, H. Johnstone, J. Sykes, and James Robinson, are promoted to the rank of lieutenant.

Lieutenant John Russel (B.) to the Glasgow; Henry Crease, to the Impregnable; William Daniels, ditto.

Lieutenant William Miller is placed on the out-pension of Greenwich Hospital.

Mr. Carmichael, master of the Julia, is appointed to the Newcastle.

Mr. Samuel Tuck, to be master of the Cherub; and Mr. William Miller, master of the Severn.

Mr. John Gaze, to be master of the Impregnable,

Mr. R. L. Hicks, master of H.M.S. Newcastle, is appointed to command the Hyæna store-ship, *vice* Foxton.

Mr. John Luckombe to be purser of the Glasgow.

Mr. Salter, to be purser of the Sybille; Mr. Parry, purser of the Tay.

Dr. Hutchinson, R.N. late surgeon of the Royal Naval Hospital at Deal, and at present physician of the Penitentiary at Milbank, has been elected, by a large majority, after a severe contest, surgeon of the Westminster Dispensary.

M. J. Mitchell is promoted to the rank of surgeon.

Mr. G. Parker, to be surgeon of the Impregnable.

Reverend S. W. Roberts, to the Glasgow.

Reverend H. P. Beloc, to be chaplain of H.M.S. Tiber.

Joseph Grimes, Esq. is appointed secretary to Admiral Lord Exmouth.

Mr. Lethbridge, to be secretary to Admiral Sir Home Popham.

The establishment on the Lakes in Canada is broken up, and the following officers have since returned to England:—Capt. D. Pring, W. Bouchier, Ottey and Brace; Lieutenants Clafferton, Kingscombe, Williams, and Hastings; Dr. Tobin, surgeon of the Naval Hospital at Kingston; and Messrs.

Gregg, Cunningham, Kay, and Stevenson, surgeons, R.N.; Capt. Campbell, of the Royal Marines.

DEATHS.

Lately, was killed by a blow from a block, which fell from aloft on his head, Mr. Foxton, Master, R.N. commanding his Majesty's store ship Hyæna.

Lately, at Nassau, New Providence, Captain Edward Rowley, of his Majesty's sloop Sheerwater, son of Sir William Rowley, M.P. for Suffolk.

Lately, at Plymouth, Mrs. Hicks, widow of the late Admiral Hicks.

Lately, at Walworth Surrey, Lady Turner, relict of Sir B. Turner, and sister of Admiral Sweney.

Aug. 12. In Kingston Crescent, Joshua Whiting, Esq. Purser, R.N.

16. Suddenly, at Newtown, near Portsmouth, deeply lamented, Mr. Alexander Adams, late Register and Translator for prisoners of war at the Transport Office.

— Lieutenant George Skottowe. R.N.

21. Suddenly, at Corabella, county of Tipperary, Walter Croker, Esq. brother of John Wilson Croker, Esq. Secretary to the Admiralty.

25. At Poole, Lieut. Young, R.N. aged 23 years.

26. At Buntsfield Links, near Edinburgh, after a long and painful illness contracted in the public service, Mr. Robert Walker, Surgeon, R.N.

27. Thomas Pitt, Esq. late Clerk of the Checque of the Victualling Department at Plymouth

— At Winchester School, after an illness of a few days, John Jervis Brenton, aged 14, eldest son of that most respectable and gallant officer, Commissioner Sir Jahleel Brenton, Bart. and K.C.B

29. At Chilcompton, Mrs. Pender, wife of Francis Pender, Esq. Vice-Admiral of the White.

Sept. 17. At the Commissioner's House, in Chatham Dock-yard, the Lady of Sir Robert Barlow, after a long and painful illness.

22. Deeply lamented by a large circle of friends, by whom he was much beloved and respected, James Porteous, Esq. Master of his Majesty's yacht Royal George, in the 80th year of his age. Mr. Porteous and our gracious and venerable Sovereign were born within a few days of each other; and his Majesty ever expressed on his various little excursions, which he was formerly so fond of taking in his yachts, the most flattering regard for Mr. Porteous, who had been Master of the several successive royal yachts since the year when the Queen was brought to this country in the Royal Charlotte yacht. Mr. P. has left two sons, Captain James Porteous, of the Royal Navy, and Captain Porteous, of the Lady Arabella packet.

Oct. 15. Edward Rushworth, Esq. of Farringford Hill, Isle of Wight, and Mayor of Yarmouth.—This truly-respected gentleman was seized with apoplexy on Monday, whilst sitting on a bench, talking to a friend, on the Quay, at Yarmouth; a medical Gentleman was on the spot, who bled him, and caused him to be removed to the George Inn, where he died on the day mentioned.—He was formerly many years Represcntive in Parliament for the Boroughs of Newport and Yarmouth; was senior Magistrate for that division of the county of Hants; an Alderman of the Corporation of Yarmouth and Newport, and father of the late Captain Rushworth, of the Royal Navy.

BIOGRAPHICAL MEMOIR

OF THE LATE

WILLIAM FOTHERGILL, Esq.

CAPTAIN IN THE ROYAL NAVY.

Alike to him each climate and each blast—
The first in danger, in retreat the last.

FALCONER.

THE services of an active life, when private and particular, are entitled to a lasting and grateful recollection; it is the only tribute of respect which we can pay to the manes of our benefactors; and in every sensible mind the gratification arising from this due acknowledgment, will insure their frequent operation on the memory. But when such services have combined for the protection and prosperity of a whole nation, a more general acknowledgment is due, and a public record of them becomes the appropriate medium of its attainment.

The gentleman in respect to whose memory we mean the above observations to apply, has lately terminated an active life in the service of his country, which in a private course of service might have lasted to a more advanced period, with the powers of a vigorous enjoyment. But each in his station must fulfil his destiny—and that well accomplished, the difference of years in the narrow span of human life must be immaterial, when estimated by a calm and rational reflection. To drink of life's cup to its very dregs, is to taste its bitterest portion.—How honorably and usefully he has run his course, it is now our business to show.

Captain William Fothergill was born on the 27th of December, 1768, at Handsworth, in the county of Stafford. His father, Mr. Fothergill, was many years partner with the late Matthew Boulton, Esq. of Soho, in Staffordshire. His mother, whose maiden name was Vernon, was an only daughter of a respectable family in Birmingham, and heiress to a considerable fortune. His first course of education he received at a

school in Warwickshire, and at the age of nine years, was sent to Koningsburg, in Prussia, where he remained six years, and on his return to England in 1784, was placed as a midshipman on board the Locco East Indiaman, then commanded by Captain Baird, and bound to China.

In this ship Mr. Fothergill served two voyages; after which he transferred his services to various ships in the Mediterranean, Lisbon, and West India Trades, until he was induced to enter into a project with a Mr. Edwards, to remove the Royal George, which had been sunk at Spithead in the year 1782. The intention was, to break her up by means of an apparatus contrived for that purpose, aided by a diving machine. Many attempts were made, but with what progress toward success we are unable to say, or whether if uninterrupted, the project* would have been ultimately successful—but the war breaking out with France in the year 1793, deprived them of the people employed in it, who were pressed into the King's service, and after expending upwards of 1,200*l*. Mr. Fothergill found himself under the necessity of relinquishing the undertaking.

He had now to recommence his naval services, and entered himself a volunteer midshipman on board H. M. S. Valiant, under the command of Captain Pringle, then fitting out at Portsmouth for Channel service. Thus were ten years lost as to any views of professional promotion, and had it been a war of a more ordinary character, the prospect must have been still more discouraging. But we had entered into a contest with an armed nation, which having broken down the barrier of legitimate sovereignty, had exposed it to the seizure of the strongest, and no calculation could be rationally made when or where the right on such a principle would be ascertained—and when ascertained would leave it still questionable, that the ambition of the possessor or usurper would be thus satiated. We can now, indeed, look back upon the beginning and end of this memorable struggle, and on the rise and fall of thousands and tens of thousands as the consequence of its commotions—our view, however, is here to be limited to that of Mr. Fothergill.

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* A similar scheme, we believe, has been recently projected, and abandoned.

The time spent in the service of the East India Company, and in the merchants' service, had rendered Mr. Fothergill an experienced seaman, and he consequently entered the service of his Majesty, although in the lowest grade of official rank, with very superior qualifications, and had the honour, in the ensuing year, of serving on board the Valiant, in the memorable battle of the 1st of June,* and, in the summer of the following year, in Lord Bridport's action with the French fleet off L'Orient, on the 23d of June,† at which time the Valiant was commanded by Captain Joseph Larcom.

From the Valiant, Mr. Fothergill was appointed, in 1796, to the Oiseau frigate, in which he left Portsmouth immediately after, to join his patron, Admiral Pringle, at the Cape of Good Hope. On his arrival, he received a commission from that officer as acting lieutenant of the Rattlesnake sloop of war (bearing date 10th January, 1797), where he remained a considerable time, as on the 20th September, 1799, we find him distinguishing himself greatly in the temporary command of the said sloop, in company with the Camel store-ship, in action with La Preneuse frigate, in Algoa Bay.

The Rattlesnake sloop, of 16 guns, 6-pounders, Captain Samuel Gooch, commander, and Camel store-ship, of 24 guns, were lying at anchor in the bay, attending the army under the command of General Francis Dundas, who had marched a body of troops into the interior of the country, to suppress a revolt among the Caffrees. The captains of both vessels, with about 15 men from each ship, were on duty a-shore, and prevented by bad weather from returning on board until after the conclusion of the action. Under these circumstances, the ships were attacked by La Preneuse French frigate, of 44 guns, 18-pounders, commanded by Captain, now Admiral L'Hermate; and in the absence of the captain, Mr. Fothergill, as acting lieutenant, assumed the command.

The engagement took place at night in sight of the British camp, and lasted seven hours, the Rattlesnake frequently sustaining the

* For an account of this glorious action, see vol. i. p. 19; and for plates relative to it, pages 24. 154. and 220.

† For an account of this action, see vol. i. p. 278; and for view, see p. 300.

contest alone, when the enemy thought proper to decline the fight, having made sail, and ran off before the wind, leaving her anchor and cable behind as a trophy to the Rattlesnake; the French frigate on this occasion suffered exceedingly, it being some time afterwards acknowledged that they lost more than one hundred men in killed and wounded. The particulars of the action were detailed by Mr. Fothergill in the following official letter to his captain:—

(COPY.)

His Majesty's Sloop Rattlesnake, Algoa Bay, Cape of Good Hope, 21st September, 1799.

SIR,

I have the pleasure to inform you, that yesterday afternoon, about four o'clock (the wind then blowing fresh from E.S.E.), we perceived a strange sail to the eastward, standing to the south-west, for which the Camel made the signal to the shore. About sun-set she altered her course, and bore down directly towards us, with a Danish jack flying at her mizen peak; and we could soon after discern her tier of ports, which, together with the cut of her sails, made us suspect her to be a frigate: when it was nearly dark she handed her sails, and dropped down upon us, with her broadside towards us, until within about three cables' length, when she brought-up rather on our larboard bow. Soon afterwards the Surprize schooner, which had been endeavouring to work out of the bay (having passed within hail of her), ran under our stern, and told us she was a French frigate. I immediately made the private signal to the Camel, and fired a shot under the enemy's stern, which she did not return, or take the least notice of; at the same time cleared ship for action, and got springs on both our cables. Shortly after the Camel's boat called alongside, and told us they had been alongside the strange ship, giving the same account of her as the schooner had done before.

At eight, I sent a boat on board the Camel, to let them know we were ready, and to inquire whether they intended to fire; she returned with an answer, that they were getting a spring on their cable, and would hoist a light at the mizen-peak when they were ready.

At half-past eight, the Camel not making any signal, and the frigate appearing to drop towards us, I suspected that her intention was to board us; we therefore got our broadside to bear on her, and commenced our fire, which was soon seconded by the Camel, and very warmly returned by the enemy, who hoisted a French ensign, and appeared to direct the chief part of her fire on that ship. About midnight, the wind shifting to a fresh breeze from the N.W. the fire of the Camel being considerably slackened,

and shortly after entirely silenced, the enemy got a spring on his cable, and brought his broadside to bear on the Rattlesnake, continuing to engage us with a smart fire (taking very little further notice of the Camel, who within the last half hour of the action fired a few guns) until half-past three o'clock in the morning, when he slipt his cable, made sail, and ran off before the wind. She remained in sight until eleven o'clock, at which time she was standing to the southward, under her courses and main-top-sail; and as the wind was moderate, made me suppose she was crippled in her masts.

I am extremely indebted to Mr. M'Carthy, the master, for the very great assistance which I received from him during the whole of the action: Mr. Hulbert, the purser, deserves my acknowledgments for his attention in supplying the guns with ammunition, and every necessary article; also Mr. Smith, boatswain, Mr. Fergusson, gunner, and Mr. Bryan, master's mate, for their exertions at their quarters; and I trust the whole ship's company will be allowed to deserve every commendation in my power, considering the heavy fire to which they were so long exposed, and that of 106 men belonging to the ship, 15 were detained on shore by the violence of the surf, which rendered it totally impossible for them to get on board; in short, if the Camel had not unfortunately been disabled, I make no doubt but we should have given a good account of the enemy.

I am extremely happy to add, that our loss in men (a list of which is subjoined) is very trifling; the main-mast, mizen-mast, main-top-mast, and bowsprit wounded, with about eight shot between wind and water, and some immaterial damage in the rigging, is the only injury the ship has sustained.

I have the honour to remain, Sir,

Your most obedient servant,

William Fothergill.

To Captain Gooch, of his Majesty's Sloop Rattlesnake, on Shore at the British Camp, near Algoa Bay.

P.S. The prize-master of the Surprize schooner informs me the frigate had 15 ports a side on her main-deck: and the shot which came on board us are 18-pounders.

List of Killed and Wounded.

Rattlesnake.—Mr. John Drew, carpenter, killed; William Barter, quarter-master, ditto; James Keaping, seaman, severely wounded, since dead; and several others very slightly.

Camel.—Six men wounded.

The next year, Mr. Fothergill having completed his time of service, was confirmed in his rank of lieutenant on the 3d of June, 1800, in the little sloop he had so nobly defended.

On the 12th of September, of the same year, Lieutenant Fothergill volunteered his service, in an attempt to cut out the Sea Nymph, a merchant ship, from under the batteries in the inner harbour of Port Louis, Isle of France. This ship had been seen by the Adamant and Lancaster, when cruising off the Mauritius, and was chased by them, until by superior sailing she got under the batteries of Port Louis. An attack by the boats of the ships was then resolved on, although in a harbour as close, and almost as well defended, as Portsmouth harbour. At seven o'clock the boats left the ship, but unfortunately their proceedings had been observed, and the ship was reinforced by a party of 40 soldiers, and the batteries manned. In the harbour were three privateers ready for sea, and a guard-ship mounting 20 four-pounders, to which the object of attack, filled with men, was attached with a hawser. Thus prepared, the boats were suffered to pass into the harbour, but when they had reached the ship, they were at once assailed by the batteries, the privateers, guard-ship, and musketry from on board the merchant ship; notwithstanding which, after a contest of ten minutes, they had possession of the ship, and brought her off, under so hot a fire, that she was almost cut to pieces by the batteries. Their loss was three killed, and a lieutenant and seven more wounded.*

In December, 1801, Mr. Fothergill was promoted by Sir Roger Curtis to the acting command of the Hindostan store-ship, from which he was removed to the Diomede, of 50 guns; and on the 25th February, 1803, to the command of the Lancaster, of 64 guns, in which command he was confirmed by Earl St. Vincent,† then at the head of the Admiralty, on the 1st of May, 1804, and proceeded with her from the Cape to the East Indies.

At the commencement of the second war, Captain Fothergill was principally employed in the blockading squadron off the Mauritius until 1806, when he convoyed the China fleet from Penang to St. Helena, with orders to return to Admiral Sir Thomas Troubridge; ‡ but having touched at the Cape for water, he was directed by the commanding officer there to protect a convoy of

* See a more detailed account of this action, vol. viii. p. 31.

† For portrait and memoir of Earl St. Vincent, see vol. iv. p. 1.

‡ *Vide* vol. xxiii. p. 1, for portrait and memoir of Sir Thomas Troubridge.

store-ships to the Rio de la Plata. In February, 1807, Captain Fothergill was present at the siege of Monte Video, and returned to England in the Lancaster the July following, after an absence of eleven years, and was paid off at Chatham.

In the summer of 1812, he was appointed to the Ulysses, of 44 guns, the flag-ship of Rear-admiral William Brown, commanding at Jersey, from which station he was removed to cruise off Cherbourg, and afterwards to the North Sea, where he was ordered by Rear-admiral Morris to convoy the large fleet of merchantmen collected at Carlscrona to the Sound; and shortly after was superseded in the Ulysses to proceed to Jamaica, and join the Argo, of 44 guns, the flag-ship of his friend Admiral Brown.

On the Jamaica station, Captain Fothergill remained until the sudden and much-lamented death of the admiral, when he returned home in the winter of 1814 with a convoy, and the Argo was ordered as a guard-ship at Liverpool during the American disturbance. In May, 1815, being removed to the Downs, Captain Fothergill was finally superseded, the Argo being appointed to take the flag of Rear-admiral Scott.

The war soon after terminated, and he retired into the country, but unfortunately in a state of health that deprived him of that enjoyment which an honorable retreat from the fatigues of service and the gratifying recollection that the duties it had imposed upon him in its various stages had been zealously and satisfactorily performed, would have afforded him. He had contracted a liver complaint, and was never well after his return from Jamaica. He sustained a long and painful illness with perfect resignation, and departed this life on the 18th July, 1817, in the 49th year of his age, to the infinite regret of his family, friends, and acquaintance—a regret from which alone the value of his character may be inferred. He was a brave and humane officer, had seen much service; and it is but justice to his memory to say, that in all situations of danger, he constantly evinced the most undaunted spirit, with the greatest presence of mind.

He died at Whitwell, in the parish of Paul's Walden, Herts, and is buried in the church there.

ADDENDA

TO THE

BIOGRAPHICAL MEMOIR

OF THE LATE

SIR THOMAS TROUBRIDGE, BART.

REAR-ADMIRAL OF THE WHITE SQUADRON.*

BY A NAVAL OFFICER.

THE following anecdotes relating to the early part of the life of the late Sir Thomas Troubridge, Bart. were told me by an admiral high in character, who was messmate with him while a midshipman in the Seahorse, Captain Farmer: the lessons of honor and courage, with the example they evince to the youthful and aspiring mind, unpatronized and unprotected, induce me to forward them for publication in a work conveying instruction, illustrated by example.

Sir Thomas Troubridge was the son of a Mr. Troubridge, a baker, in the city of Westminster. Sir Charles Saunders,† the companion of Anson, the naval conqueror of Quebec, an admiral, and first commissioner of the Admiralty, residing in Spring Gardens, was frequently afflicted with the gout, of which he afterwards died: to ease the agonizing tortures of this dreadful chronic, it was customary for him, in his worst paroxysms, to have his legs rubbed by the hands of his housekeeper, an acquaintance or relation of Mr. Troubridge; the daughter of the latter, a little girl, occasionally visited her: the old lady having been taken ill during one of the admiral's worst fits, sent the child to attend him; the soft hand of youth and the pleasing manners of infantine simplicity, were more agreeable than the frigid exertions of the old woman: he sent for Mr. Troubridge, and requested he would allow a continuance of the child's attentions, that afforded him such relief; he inquired whether he had any sons who wished to enter the naval service, acquainting him of the influence he possessed. Mr. Troubridge informed him he had a son, then a cabin-boy in a West Indiaman, who he believed was a promising lad, and to whom he

* See vol. xxiii. p. 1.

† For portrait and memoir of Sir Charles Saunders, see N. C. vol. viii. p. 1.

had given the best education in his power. On his return home, he was placed as midshipman in the Seahorse, which sailed for the East Indies. Sir Charles dying soon after, his prospects were obscured; fortune and merit did that for him which interest does for thousands. The Sartine, named after the celebrated minister of Marine and Police, despatched from France with supplies for Hyder Ally, was chased and captured by the Seahorse, much her inferior in force; the result of the battle was facilitated by the gallantry of young Mr. Troubridge, who, seizing a favorable opportunity, boarded from the forecastle, routed the enemy, and hauled the colours down with his own hands. At that time capturing a frigate was not so common an achievement as it has been since, particularly by a vessel of inferior force; it established a reputation for Captain Farmer, confirmed by the cool heroism, the admiration of his country (and panegyrized by Stevens), with which he met his fate. While dining with the commander-in-chief, Sir Edward Hughes, he was overwhelmed with felicitations; with a true greatness of mind, alas now so uncommon, he declared it was entirely owing to the gallantry of a young man, a midshipman, named Troubridge. Sir Edward, surprised, requested an explanation; the captain nobly stated the circumstances: the worthy and excellent admiral declared he would be the father of his future fortunes, and received him into the flag-ship; before the expiration of the necessary probation, he was his acting captain. Returning to England in the command of a frigate, he passed his examination, was reduced to the situation of a midshipman, and rejoined his patron, who reinstated him in his former rank, to which he was confirmed. The present Admiral Dilkes is another, and we believe the only instance of a similar rise and treatment: a temporary disgust induced him to enter the service of Portugal, where he rose to the rank of rear-admiral. Returning to the service of his country with brighter prospects, he has since attained a higher rank.

The latter services of Sir Thomas are better known: the friendship of Lord Nelson, his messmate in the Seahorse, accompanied him through life; combined with a disposition so amiable, and extraordinary abilities, it assisted his elevation to the dignity of a Baronet, and the influence of a Lord Commissioner of the Admiralty.

At the commencement of the revolutionary war, he was, while commanding the Castor frigate, captured by the squadron of Admiral Neilly, who joined the grand fleet of Villaret Joyeuse the morning of the 30th of May, 1794. Sir Thomas witnessed the subsequent action of the 1st June, from the poop of the Sans Pareil, whose captain had sworn not to strike: the heavy and animated fire of the Invincible, commmanded by the Hon. Thomas Packingham, placed him in an alarming dilemma; in this situation he endeavoured to persuade Sir Thomas to take possession, with the Englishmen on board, entreating him to save his honour, by hauling down the colours: he replied, that having been captured in a ship of war, and a prisoner, he could not comply, with honour: the Frenchman was at last reduced to the ignominy of submission.

Of the fate of Sir Thomas there can be little doubt; the Blenheim, an old ship, had the additional misfortune to be hogged; the builders strongly remonstrated against her proceeding to sea; the Java, also old, was alarmingly crank, and very unfit for such a voyage; though both certainly foundered, no track, no remains have ever been discovered: the youthful and generous Lord Rosehill, the enterprising and heroic Austin Bissel, with many other promising characters, perished with him.

Sir Thomas Troubridge's character was of the highest kind; elevated by merit, he exhibited through life a politeness and gentlemanly candour not often evinced; there are few who served with him that do not speak of him with regret, the best eulogy of his virtues.

The present state of the country, and the diminished force of the navy, though it damps the spirit of aspiring but unprotected genius, should not destroy it. With the independence of talent, he will enjoy the happiness, the pride, the dignified pleasure of a just performance of his duty. Few, indeed, will have the felicity of enjoying patrons resembling a Farmer, or a Hughes. Let him, however, emulate the virtues of Troubridge, who, when his oldest and best friend forgot himself, through the enchantments of beauty, still recollected what was due to honor, and his country; and, above all, let the increasing difficulties of his situation produce a spirit to overcome them.

NAUTICAL ANECDOTES AND SELECTIONS.

LEGAL EVIDENCE EXTRACTED FROM THE MOUTH OF A DEAD SHARK!

JAMAICA. *In the Court of Vice-Admiralty, by the Advocate-General.*

THE NANCY BRIG.

MICHAEL TITTON, Esq. being sworn, maketh oath and saith, that the tender of H. M. S. Abergavenny, under the command of the deponent, being on a cruise off Jacomel, in the island of St. Domingo, on the 30th day of August last, discovered a dead bullock surrounded by sharks, which he had towed alongside, for the purpose of catching the said sharks; and this deponent saith, that having caught one of the sharks, and hoisted it on board the said tender, he ordered some of the men to separate its jaws, and clean them, as the said shark was larger than common, which the said seamen did, whilst others opened its maw, and therein discovered, in the presence of this deponent, a parcel of papers tied up with a string; and this deponent saith, on examining the said papers, he discovered a letter of a recent date from Curaçoa; and as it occurred to this deponent they might relate to some vessels detained by some of his Majesty's cruisers, he had them dried on deck; and this deponent saith, that having been informed that his Majesty's cutter Sparrow had sent down to the island a prize, a certain brig, a vessel called the Nancy, and supposing the papers so found as aforesaid might be useful at the trial of the said vessel, called the Nancy, hath caused the said to be sealed up, and delivered them to one of the Surrogates of this Honourable Court, without any alteration, addition, fraud, subtraction, or embezzlement whatsoever.

Taken, and the truth thereof sworn to before me, this 24th day of September, 1800.——MICHAEL TITTON.

J. FRAZER, Surrogate.

(Copy.)

Indorsement on the back of the parcel containing the papers referred to in the above affidavit :—

"Those were delivered to me by Lieutenant Titton, at the time of his swearing to the affidavit in the cause Advocate-General ex pib^e Wigtie & a P. V. O. the brig Nancy."

J. FRAZER, Surrogate.

The papers mentioned in Lieutenant Titton's affidavits, furnished evidence for the condemnation of the brig Nancy, and the schooner Christopher, at that time proceeded against at the Court of Vice-Admiralty, and claimed as neutral property.

The supercargo of the brig absconded, as soon as he heard of the papers being found, as stated by Mr. Titton.

N.B. The jaw-bones of the shark are now hanging up in the Proctor's Office, at Kingston, Jamaica. Lieutenant Titton begged they might be used as a collar for neutrals to swear through.

This taken on the 23d of September, 1803.

REAL CAUSE OF THE DEATH OF CAPTAIN COOK.

Professor Pictet, of Geneva, editor of the Bibliotheque Universelle, paid a visit, in the month of July, 1817, on board the American corvette, lying in the harbour of Genoa, the owner of which, Mr. Crowninshield, is on a voyage of pleasure, and had already visited several ports of the Mediterranean. His vessel appeared on the outside to be a master-piece of naval architecture, and the interior arrangement and furniture were so convenient and elegant, that during its stay in the harbour it was constantly full of curious and admiring visitors.

A sensible negro acts on board the vessel in the double capacity of cook and of calculator of all the nautical observations necessary for determining the latitudes and longitudes. This negro has lived two years in one of the Sandwich Islands, where Captain Cook was killed. The tradition of that event is preserved in the island (Owhyhee); and according to him, the following is the account given :—Captain Cook, who was in want of wood as well as water, had perceived near the shore an old hut, which appeared to him to be neglected and gone to decay, and the wood of which he thought to be drier than that of newly-felled trees; he therefore gave orders to pull down the hut, without having first consulted the natives. Neither he nor his people, doubtless, knew (and after the turn the affair took none of them could learn) that the place was tabooed. The islanders did not hesitate a moment to prevent, by a desperate attack, an act which they considered as an impropriety; they killed some of the workmen, and put the others to flight. Probably those who escaped did not know the real cause of the attack, which was so fatal to a part of the crew.

The negro cook appeared much affected by the recollection of his abode in Owhyhee, and ardently desires to return thither. He described this island as the happiest country in the world; and his account of the moral, mild, and hospitable character of the inhabitants, forms a striking contrast to the opinion that has been formed of them, on account of that unexpected, and as was supposed, unprovoked attack.

TRIAL OF A LIFE-BOAT.

On 4th September, 1817, Lieutenant E. Thrackston, R. N. exhibited before a number of merchants and ship-owners of Bristol, the buoyant properties of his newly-invented life-boat, which, it is stated, exceeded the most sanguine expectations previously entertained. Its other peculiar qualities and advantages are to be tried in a few days in King-road. The extreme length of the boat exhibited is 21 feet, beam 6 ft. 6 inches, and is rowed with 10 oars, double banked. It is constructed with canvass in lieu

of plank (which possesses an advantage over plank, wants no butt-ends to be stoved in case of accident), and has cork bilge-floats, which may be applied as life-buoys, to throw out in cases where men may be washed overboard from a wreck, with a large fender round the boat, and which, from its elasticity, is capable of repelling any violent concussion. Without having recourse to the precarious assistance of air-tubes, Mr. Thrackston has succeeded in gaining so much upon the water-line, that the boat (by the introduction of eight valves) discharges herself down to the thwarts, a space of nine inches. She has a canvass cover, contrived in such a way as to possess the advantages of a deck, at the same time keeping the men dry, without being an incumbrance to their rowing. The keel is the last thing that goes on the boat, and is so contrived by the stem and stern parts working, together with the elasticity of the timbers, which are sawn out of a straight piece of oak, and moulded into form by steam, that it is conceived impossible that the boat can ever be stoved. She took on board 30 persons, when filled with water up to the valves, and had 28 standing on one gunwale without the least danger of upsetting. Upon an emergency, 60 persons might be stowed within her. She rows well and light on the oars when thus filled, and turns with great rapidity in her length. Boats may be built on a similar construction to any shape, and from the light, but very efficient materials of which they are composed, Lieutenant Thrackston is convinced, from the experiments which he has made, that if generally adopted, they would be found fully to answer every common purpose of an appendage to a vessel, besides possessing the invaluable advantages of a life-boat.

GRAND CANAL IN THE UNITED STATES.

The recent letters from the United States mention, that serious difficulties have arisen as to carrying into execution the grand canal projected; it was reported two gentlemen of eminence in this country were expected out to take the direction of that national undertaking. It is thus described:— "The canal is projected to pass from Lake Erie to Tonnewanta river, 27 miles; thence to Seneka river, 136 miles; from Seneka river to Rome, 77 miles; from Rome to the Sihobanie Creek, 71 miles, and then to Albany, 42 miles; making the aggregate distance 353 miles. Lake Erie is 564 feet higher than the Hudson, but there is a river between the Seneka and Rome of 48 feet; the whole number of locks will be 77, and the whole rise and fall is about 661 feet: the estimate of the expense 4,881,738 dollars."

PITCAIRN'S ISLAND.

[At page 17 of our xxxvth Volume, we have already given some very interesting particulars relative to the settlement made at this island by some of the mutineers of the Bounty: the following extracts on the same subject are given from the *Plymouth Telegraph*]:—

A Narrative by Lieutenant J. Shillibeer, R.M.

"The curiosity which is excited by the descriptions of newly-discovered and distant countries, seems never to wear itself out. Where manners and

habits differ so widely from our own, we are interested by the novelty and discrepancy of those superficial circumstances; and where we trace in our fellow men, separated from us by wide intervals, the radical resemblance which belongs to our common lot, we are still interested, and it may be humbled, by the discoveries which denote an universal partnership in sorrow, sensuality, and crime. Every science is best understood upon the wide scale of observation; and it certainly is so with respect to the study of man himself; but in this study it is so, not because by extended and accumulated observation our knowledge increases in variety and multiplicity of particulars; but because from the variety of particulars we derive accumulated confirmation of the great characteristic sameness which pervades the moral constitution of our fellow-species: now and then, however, we meet with a narrow space in which man is seen with some recovered graces of his primeval character, under circumstances more than ordinarily favourable; and it is to these little spots so green and refreshing, that, in the perusal of distant travels, we turn with peculiar delight. The author of this book gives some account of one of those tranquil sojourns; and his account is very pleasing. He is not a man of any pretensions: his preface, as to all literary merit, is written in an humble strain of disavowal; and to be sure, if there be any kind of book in which a simple, unlearned, uncoloured statement has its peculiar advantages, it is such a one as that which we have now before us."—*From the British Quarterly Review for August.*

"The medium through which we look at man almost in a state of nature, should be as neutral, and as devoid of all complexional tinge as possible. We want, in such a case, to see man as he is—not a picturesque, but a real being, in all the actuality of his simple condition. In this view we think we may safely offer to the perusal of our readers a few extracts from this narrative, which we consider a work of considerable interest, and as reflecting much credit upon the accuracy and fidelity of its author."—*British Review and London Critical Journal.*

"On September the 2d, the Briton left the Marquesas Islands for Valparaiso; but in the second watch of the night was surprised by the sight of an island. Day-light discovered huts, cultivation, and people; some of whom launched their little canoes through the surf, and approached the ship. Surprise was heightened to astonishment when these canoes hailed the ship in perfect English, inquiring her name, and who commanded her? The mention of the names of Bligh and Christian, soon led to a discovery of the relation of these islanders to their visitors. The eldest native of the island, Friday Fletcher October Christian, son of the mutineer, came on board, and conducted himself with great propriety; and the explanation given of their manners is highly pleasing. Lieutenant Shillibeer, to make his narrative as perspicuous as possible, inserts a dialogue which took place, which forms a curious and interesting history. Their confession of faith is the regular creed:—"I believe in God, &c." Their prayer:—"I will arise and go to my father, &c." which they repeat every day at noon. Upon being asked who was their King, the answer was, "Why King George to be sure." Before we had finished our interrogatories, the hour of breakfast had arrived, and we solicited our half countrymen, as they styled them-

selves, to accompany us below and partake of our repast, to which they acquiesced without much ceremony. The circle in which we had surrounded them being opened, brought to the notice of Mackey a little black terrier. He was at first frightened, ran behind one of the officers, and looking over his shoulder, said, "I know what that is, it is a dog; I never saw a dog before, will it bite?" After a short pause, he addressed himself to Christian, saying, with great admiration, "It is a pretty thing too to look at, is it not?"

"The whole of them were inquisitive, and in their questions, as well as answers, betrayed a very great portion of natural abilities. They asked the names of whatever they saw, and the purposes to which it was applied. This they would say was pretty—that they did not like, and were greatly surprised at our having so many things which they were not possessed of in the island. The circumstance of the dog, the things which at each step drew their attention or created their wonder, retarded us on our road to the breakfast table, but having arrived there, we had a new cause for surprise. The astonishment which before had been so strongly demonstrated in them, was now become conspicuous in us, even to a much greater degree than when they hailed us in our native language; and I must here confess, I blushed when I saw nature, in its most simple state, offer that tribute of respect to the Omnipotent Creator, which from education I did not perform, nor from society had been taught its necessity. Before they began to eat, on their knees, and with hands uplifted, did they implore permission to partake in peace what was set before them; and when they had eaten heartily, resuming their former attitude, offered a fervent prayer of thanksgiving for the indulgence they had just experienced. Our omission of this ceremony did not escape their notice, for Christian asked me whether it was not customary with us also. Here nature was triumphant, for I should do myself an irreparable injustice, did I not with candour acknowledge, I was both embarrassed and wholly at a loss for a sound reply, and evaded this poor fellow's question by drawing his attention to the cow which was then looking down the hatchway, and as he had never seen any of the species before, it was a source of mirth and gratification to him. The hatred of these people to the Blacks is strongly rooted, which doubtless owes its origin to the early quarrels Christian and his followers had with the Otaheitans after their arrival at Pitcairn's; to illustrate which I shall here relate an occurrence which took place at breakfast. Soon after young Christian had began, a West Indian black, who was one of the servants, entered the gun-room to attend table as usual; Christian looked at him sternly, rose, asked for his hat, and said, "I don't like that black fellow, I must go;" and it took some little persuasion before he would again resume his seat. The innocent Quashee was often reminded of the anecdote by his fellow-servants.

"After coming alongside the ship, so eager were they to get on board, that several of the canoes had been wholly abandoned, and gone adrift. This was the occasion of an anecdote, which will shew most conspicuously the goodness of their dispositions, and the mode resorted to in deciding a double claim. The canoes being brought back to the ship, the captain

ordered that one of them should remain in each, when it became a question to which that duty should devolve; however, it was soon adjusted, for Mackey observed, that he supposed they were all equally anxious to see the ship, and the fairest way would be for them to cast lots, as then there would be no ill will on either side. This was acceded to, and those to whom it fell to go into the boat departed without a murmur.

"Scarcity of provisions, it seems, contracted the Briton's stay to a few hours, and none but the captains went on shore, which must have been a grievous disappointment to all who possessed the smallest share of curiosity, particularly so to our author, as he says the deprivation obliges him to give the deportment of old Adams, the patriarch of the colony, from the description of others.

"'After landing,' said my friend, 'and we had ascended a little eminence, we were imperceptibly led through groupes of cocoa-nut and bread-fruit trees, to a beautiful, picturesque, little village, formed on an oblong square, with trees of various kinds irregularly interspersed. The houses small, but regular, convenient, and of unequalled cleanliness. The daughter of Adams received us on the hill. She came doubtlessly as a spy, and had we taken men, or been armed ourselves, would certainly have given her father timely notice to escape; but, as we had neither, she waited our arrival, and conducted us to where her father was. She was arrayed in nature's simple garb, and wholly unadorned, but she was beauty's self, and needed not the aid of ornament. She betrayed some surprise—timidity was a prominent feature.

"'John Adams is a fine looking man, approaching to sixty years of age. We conversed with him a long time relative to the mutiny of the Bounty, and ultimate fate of Christian. He denied being accessary to, or having the least knowledge of, the conspiracy; but he expressed great horror at the conduct of Captain Bligh, not only towards his men, but officers also. I asked him if he had a desire to return to England, and I must confess his replying in the affirmative, caused me great surprise. He told me he was perfectly aware how deeply he was involved; that by following the fortune of Christian, he had not only sacrificed every claim to his country, but that his life was the necessary forfeiture for such an act, and he supposed would be exacted from him was he ever to return: notwithstanding all these circumstances, nothing would be able to occasion him so much gratification as that of seeing once more, before he died, that country which gave him birth, and from which he had been so long estranged.

"'There was a sincerity in his speech I can badly describe; but it had a powerful influence in persuading me these were his real sentiments. My interest was excited to so great a degree, that I offered him a conveyance for himself, with any of his family who chose to accompany him. He appeared pleased at the proposal, and as no one was then present, he sent for his wife and children. The rest of the little community surrounded the door. He communicated his desire, and requested their acquiescence. Appalled at a request, no less sudden than in opposition to their wishes, they were all at a loss for a reply. His charming daughter, although inundated with tears, first broke the silence. 'Oh do not, Sir,' said she,

'take from me my father; do not take away my best, my dearest friend.' Her voice failed her; she was unable to proceed—leaned her head upon her hand, and gave full vent to her grief. His wife, too (an Otaheitean), expressed a lively sorrow. The wishes of Adams soon became known among the others, who joined in pathetic solicitations for his stay on the island. Not an eye was dry; the big tear stood in those of the men—the women shed them in full abundance. I never witnessed a scene so truly affecting, or more replete with interest. To have taken him from a circle of such friends, would have ill become a feeling heart; to have forced him away, in opposition to their joint and earnest intreaties, would have been an outrage on humanity. An assurance that no such design was meditated, soon restored tranquillity to the community;—a community pledged to each other by the tenderest connections; by general consanguinity and reciprocal affection." '

From the Monthly Critical Review for May.

" The young men are described as finely formed, and manly features, industrious, and ingenious; the young women as innocent, sensible, and modest, with beautiful and open countenances. The island appears to be very beautiful, and capable of being cultivated; and the coast is, fortunately, so guarded by rocks, that it may be deemed impregnable to an invading enemy.

" The subsequent account of the deportment of these Anglo-savages is curious, and it bears on the face of it every mark of probability. Few things can be more interesting than an exhibition of this state of innocent and intelligible simplicity: most of the social virtues were implanted and encouraged among them by the necessities of their situation; each man was dependent upon his neighbour for some proportion of comfort and happiness; all were equal in influence and enjoyment, without a wish for, and scarcely a knowledge of, those irksome refinements which grow up in populous communities, and in time, by destroying confidence, charity, and friendship, deprive men, by degrees, of " all the luxury of doing good." What a theme would this be for an advocate against the degeneracy of nature!

" Mr. Shillibeer's account of the cruel usage of the negro slaves at Rio de Janeiro, affords a most debasing picture of the character of this people. His account of the manners and customs of the inhabitants of the Marquesas, together with those of Lima and Chili, and the celebrated island of Juan Fernandez, will be found a source of much entertainment as well as information."

FATAL EFFECTS OF CARBONIC ACID GAS.

Bombay, March 1, 1817.

A SINGULAR but melancholy accident happened on board the Grab Hamoody, Nacqudah Cooty Coya, in the course of her voyage from Calcutta to this port. When off Ceylon, about two months ago, on sounding the pumps, it was observed that the ship had made more water than

usual, upon which a man went down into the well to ascertain the state of it; not immediately returning, nor giving any answer when called to, his brother went down after him, as he also did not return to give any answer, the serang of the ship went down, but he likewise returned no answer; a man then descended with a lanthorn, and it was observed, that when he had reached the bottom, the lanthorn dropped out of his hand and the man himself fell down; the main hatches were then opened, and a passage made to the place by unstowing the cargo of rice; the four men were found lying senseless round the pump, but with some appearance of life remaining, they were immediately removed, but we regret to state that they all died in the course of an hour or two afterwards. The cause of this unfortunate accident has arisen, without doubt, from the well of the pump having been filled with aerial gas destructive of life, most probably carbonic acid gas, which being considerably heavier than atmospheric air, would remain at the bottom of the well. This gas is most abundantly diffused throughout nature, it is found in mines, caverns, and cellars, and causes instant death to any animal that inhales it undiluted.

BOA CONSTRICTOR.

The following description of this extraordinary species of snake, is extracted from Mr. M'Cleod's (Surgeon), description of the voyage of his Majesty's late ship Alceste to China.

"Notwithstanding the crowded state of the Cæsar, two passengers, of rather a singular nature, were put on board at Batavia, for a passage to England: the one a snake of that species called *Boa Constrictor;* the other an *Ourang Outang.* The former was somewhat small of its kind, being only about sixteen feet long, and of about eighteen inches in circumference; but his stomach was rather disproportionate to his size, as will presently appear. He was a native of Borneo, and was the property of a gentleman (now in England) who had two of the same sort; but in their passage up to Batavia, one of them broke loose from his confinement, and very soon cleared the decks, as every body very civilly made way for him. Not being used to a ship, however, or taking, perhaps, the sea for a green field, he sprawled overboard and was drowned. He is said not to have sunk immediately, but to have reared his head several times, and with it a considerable portion of his body out of the sea. His companion, lately our ship-mate, was brought safely on shore, and lodged in the court-yard of Mr. Davidson's house at Ryswick, where he remained for some months, waiting for an opportunity of being conveyed home in some commodious ship sailing directly for England, and where he was likely to be carefully attended to. This opportunity offered in the Cæsar, and he was accordingly embarked on board that ship with the rest of her numerous passengers. During his stay at Ryswick, he is said to have been usually entertained with a goat for dinner once in every three or four weeks, with occasionally a duck or a fowl, by way of a dessert: he was brought on board shut up in a wooden crib or cage, the bars of which were sufficiently close to prevent his escape; and it had a sliding door for the purpose of admitting the articles on which he was to subsist; the

dimensions of the crib were about four feet high, and about five feet square; a space sufficiently large to allow him to coil himself round with care. The live stock for his use during the voyage, consisting of six goats of the ordinary size, were sent on board with him; five being considered as a fair allowance for as many months. At an early period of the voyage we had an exhibition of his talents in the way of eating, which was publicly performed on the quarter-deck upon which he was brought. The sliding door being opened, one of the goats was thrust in, and the door of the cage shut. The poor goat as if instantly aware of all the horrors of its perilous situation, immediately began to utter the most piercing and distressing cries, butting instinctively at the same time, with its head towards the serpent, in self-defence. The snake, which at first appeared scarcely to notice the poor animal, soon began to stir a little, and, turning his head in the direction of the goat, it at length fixed a deadly and malignant eye on his trembling victim, whose agony and terror seemed to increase; for, previous to the snake seizing its prey, it shook in every limb, but still continuing its unavailing show of attack, butting at the serpent, who now became sufficiently animated to prepare for the banquet. The first operation was that of darting out his forked tongue, and at the same time rearing his head a little; then suddenly seizing the goat by the fore-leg with his mouth, and throwing him down, he was encircled in an instant in his horrid folds. So quick indeed, and so instantaneous was the act, that it was impossible for the eye to follow the rapid convolution of his elongated body. It was not a regular screw-like turn that was formed, but resembling rather a knot, one part of the body overlaying the other, as if to add weight to the muscular pressure, the more effectually to crush his object. During this time he continued to grasp with his mouth, though it appeared an unnecessary precaution, that part of the animal which he had first seized. The poor goat, in the mean time, continued its feeble and half-stifled cries for some minutes, but they soon became more and more faint, and at last expired. The snake, however, retained it for a considerable time, then began slowly and cautiously to unfold himself, till the goat fell dead from his monstrous embrace, when he began to prepare himself for the feast. Placing his mouth in front of the head of the dead animal, he commenced by lubricating with his saliva that part of the goat; and then taking its muzzle into his mouth, which had, and indeed always has, the appearance of a raw lacerated wound, he *sucked it in*, as far as the horns would allow. These protuberances opposed some little difficulty, not so much from their extent as from their points; however, they also, in a very short time disappeared, that is to say, externally; but their progress was still to be traced very distinctly on the outside, threatening every moment to protrude through the skin. The victim had now descended as far as the shoulders, and it was an astonishing sight to observe the extraordinary action of the snake's muscles when stretched to such an unnatural extent—an extent which must have utterly destroyed all muscular power in any animal that was not like himself, endowed with very peculiar faculties of expansion and action at the same time. When his head and neck had no other appearance than that of a serpent's

skin stuffed almost to bursting, still the working of the muscles were evident, and his power of suction, as it is erroneously called, unabated; it was, in fact, the effect of a contractive muscular power, assisted by two rows of strong hooked teeth. With all this, he must be so formed as to suspend for a time, his respiration; for it is impossible to conceive that the process of breathing could be carried on, while the mouth and throat were so completely stuffed and expanded by the body of the goat, and the lungs themselves (admitting the trachea to be ever so hard), compressed as they must have been by the passage downward.

The whole operation of completely gorging the goat occupied about two hours and twenty minutes; at the end of which time the tumefaction was confined to the hind part of the body or stomach, the superior parts which had been so much distended, having resumed their natural dimensions. He now rolled himself up again, and laid quietly in his usual torpid state, for about three weeks or a month, when his last meal appearing to be completely digested and dissolved, he was presented with another goat, which he devoured with equal facility. It would appear that almost all he swallowed is converted into nutrition, for a small quantity of calcareous matter (and that, perhaps, not a tenth part of the bones of the animal) with occasionally some of the hairs, seemed to compose his general fæces; and this may account for these animals being able to remain so long without a supply of food. He had more difficulty in killing a fowl than a larger animal, the former being too small for his grasp. Few of those who had witnessed his first exhibition were desirous of being present at the second. A man may be impelled by curiosity and a wish to ascertain the truth of a fact frequently stated, which seems almost incredible, to satisfy his own mind by ocular proof; but he will leave the scene with those feelings of disgust and horror which such a sight is well calculated to create. It is difficult to behold without the most painful sensation, the anxiety and trepidation of the harmless victim, or to observe the hideous writhing of the serpent around his prey, and not to imagine, what our own case would be in the same helpless and dreadful situation. A lion, a tiger, and other beasts of prey are sufficiently terrible; but they seldom, unless urged by hunger, attack human beings, and generally give some sort of warning; but, against the silent, sly, and insidious approach of a snake, there is no guarding, nor any escape when once entwined within his folds.

As we approached the Cape of Good Hope, this animal began to droop, as was then supposed, from the increasing coldness of the weather (which may probably have had its influence), and refused to kill some fowls which were offered to him.—Between the Cape and St. Helena, he was found dead in his cage: and, on dissection, the coats of his stomach were discovered to be excoriated and perforated by worms; nothing remained of the goat except one of the horns, every other part being dissolved.

CORRESPONDENCE.

On the Necessity of Caution against Shipwreck.

MR. EDITOR, *16th August*, 1817.

IT is mentioned in some of the public journals, that a series of experiments has been made at Woolwich, under the direction of his Royal Highness the Commander-in-Chief, to ascertain the service that the introduction of Mallison's *Life Preserver* into the British army might prove; which experiments were attended with the happiest effect.—It is likewise stated, that these experiments were made in consequence of his Royal Highness learning, through the official returns, that out of 5511 persons embarked for foreign service, 1702, or nearly one-third of them, perished by the transports being wrecked, in the period of two years and a half, and that other transports have since been lost, with many men.

His Royal Highness, in his laudable endeavours to preserve the lives of those brave men entrusted to his paternal care, is well deserving of the gratitude of his country; but it is to be hoped, that greater means of security will be provided in future, than trusting the lives of soldiers to this *Life Preserver*, which, although under certain circumstances it might prove instrumental in saving lives, yet, on rocky coasts, where ships are generally wrecked, most of those on board perish by the heavy surf dashing them against the rocks. Even on a sandy coast, during a storm, no person, however well furnished with a Life Preserver, can reasonably expect to resist the impetuous force of the *broken* waves or surf, which will bury him under the surface, be he ever so buoyant.

The infallible and natural remedy to preserve the valuable lives of our brave men who may be destined for foreign service hereafter is, to transport them, when possible, in his Majesty's ships, both from, and to, their native country; or otherwise, in naval transports belonging to his Majesty, in charge of officers of known ability as navigators and seamen. It is the opinion of seamen of much experience, that the great and premature waste of troops, resulting from the loss of transports during the late war, may be attributed either to the insufficiency of those vessels, or to the ignorance of the commanders; many of these men having been constantly employed, and reared in the coasting trade, are consequently strangers to foreign navigation, and entirely ignorant of nautical astronomy.—When the guidance of such vessels, therefore, depend on dead reckoning, accompanied with an occasional observation for latitude at noon, which can only be obtained in favorable weather, they are continually liable to uncertainty in their progress; and if they happen to get near a lee shore in blowing weather, inevitable destruction is often the consequence. Whereas, ships of war, under these circumstances, being well manned and constructed for fast sailing, are generally enabled to clear the shore.

Many of our troops have perished in transports, either proceeding to, or from Canada late in the season; and recently a heavy calamity of this kind

was sustained, by the shipwreck of a large transport on the coast of Newfoundland, which had left Quebec late in the season, when stormy weather and long dark nights prevail. If circumstances render the transport of troops across the North Atlantic Ocean in winter, or late in the season, absolutely necessary, certainly ships of war which sail well, and are in good condition, ought to be selected for such service.

J. H.

On Dry-rot in Ships.

MR. EDITOR, *Plymouth, 10th Sept.* 1817.

THE discusion of the important question respecting the means of preventing dry-rot in ships, naturally leads to various inquiries on the subject amongst your numerous readers.

His Majesty's sloop Kingfisher, built and commissioned at Chatham in the year 1771, was usually denominated "a patent ship," from the circumstance of all the timbers used in her construction having been seasoned in *brine* previous to their being put together. As soon as equipped for sea, she was despatched to the coast of America, where she continued till 1778, when she was burnt at Rhode Island by her officers and crew, to prevent her from falling into the hands of the French fleet, by which she was surrounded.

For the first year after being at sea, the timbers continued wet and disagreeable, the brine frequently oozing through the pores of the wood, particularly in damp weather; but this moisture daily became less perceptible, and finally disappeared altogether.

The appearance of the wood was firm and durable, and the fastenings presented no symptoms of corrosion from the saline particles in the timber.—The vessel swam light, and was one of the best sailing ships on the station.

It is much to be lamented that her fate proved so unfortunate, from its preventing a fair trial being ascertained of the durability of her timbers. Is it not remarkable, that although the scheme appeared to answer the purposes intended, the Navy Board discontinued the construction of ships with timber seasoned in a similar manner?

Lieutenant Jones, R.N. now residing at Stonehouse, was an officer in the Kingfisher from the time of her being commissioned, until the period of her destruction, and is consequently fully competent to verify the whole of these observations.

It is also perhaps worthy of observation, that in taking old ships to pieces, the floor timbers, keel, keelson, and planks near the bottom, are almost in all cases found sound, hard, and perfect, whilst those in the topsides, beams, &c. are in a state of decay. Without pretending to offer an opinion on this interesting and important subject, I shall conclude by subscribing myself, Sir, your obedient humble servant,

Q.

On the Promotion of Old Officers.

MR. EDITOR, *11th September*, 1817.

I OBSERVE with much satisfaction the communication of *I. L. S.*, containing the copy of a circular letter,* with form of certificate of services from the Secretary of the navy, addressed, I believe, to all naval officers of the rank of commanders and lieutenants, at any rate, and, I presume, including the post captains also. If, indeed, as this writer believes, any thing from *my* pen has contributed to produce a step so every way right and praiseworthy on the part of the Admiralty, most sincerely shall I rejoice; my humble efforts have been far from corresponding with my wishes, to advance the interest and glory of the British navy, and to promote the welfare and good of its gallant, persevering, and meritorious officers; but, however *feeble* may have been my exertions, they have been *unceasing*, and have been, I hope, made in a becoming and respectful manner; but, Sir, as I had a good cause, and pled that of *justice* and *gratitude* before a *British jury*, before British naval officers who owed it *to themselves* to give a proper verdict—I could in the end, scarcely fail to prevail; I confess, I am inclined to augur *well* from this circular, for without full and sufficient documents of information, and of the respective and relative claims of *old* officers of the navy to promotion for general services, it was not to be supposed the Board could *act*: let, then, a reasonable portion of time be granted, in order to allow the Admiralty to make their selections for *direct promotion*, for *retirement*, and for *preparing lists* from which further promotion and retirements are to be made as vacancies occur, or as opportunities offer. I am very much inclined to hope, and to believe, that this important subject of promotion, will *now* engage the attention of the honourable Board with whom it rests, *in such a manner*, as to produce the greatest satisfaction to the navy; as great as can be expected from a measure, which, although it will lead only to the promotion of a certain number now, will yet, I trust, *open the door* sufficiently *wide*, to allow *all* in their turn, and in a certain time, to enter. This was what was so much wanted in our service, and is what must tend completely to reconcile the minds of the British naval officers to the *acts* of the present Board, who are in fact, left to rectify the errors, to repair, and to amend the system of those who have been at the Board before them; that they are disposed to do all they can for this great end, the New Naval Regulations sufficiently prove; but, even these I admit, are *incomplete*, and still require a *second part* to render the code of our naval regulations fully efficient. I am, however, one of those who wish time to be given, in order that what is done, may be well done, and that our system may be amended in deed, and in truth, not in word only.

I am hopeful this subject (one so important to the British navy, and to British naval officers) will engage their fullest attention, and in inviting them to record their opinions, and through your Chronicle to convey their ideas on the improvements of the navy, *now* under consideration of the Board, or lately carried into effect, I am, surely, only asking them to

* *Vide* page 135.

assist in pleading their own cause, and to enable those who are desirous of supporting them to do so with effect. The Admiralty have declared their anxious desire of redressing grievances, and of effecting improvements; but, until they have ample proof of the necessity of the one, and of the efficacy of the other, it is not to be supposed they will proceed to action. Every officer, therefore, who has studied the subject, or had experience to offer as a guide on this occasion, should come forward in behalf of the best interest of the British navy.—That it may long reign triumphant, and its officers soon be convinced, that their country has not forgotten their claims, (and they are great) is the sincere and anxious hope of

A Friend to Naval Merit.

On various Improvements in the Navy, and of building our Ships of Teak Wood.

MR. EDITOR, *12th September,* 1817.

I AM very much pleased to observe, that the correspondence of your highly useful Work continues to be so ably supported, and since the peace, to have acquired *new* and *increased* interest, and I apprehend also, to have been attended with effects the most important and beneficial to the service; for, if I am not mistaken in my supposition, the communications of such men as *Arion, Nestor, Alfred, Albion, J. C., Triton, Mentor, Britannicus,* and *Thessaly,* to say nothing of Mr. *Urquhart,* whose plans are very patriotic and praiseworthy, as well as other able writers in your Chronicle, must have tended to awaken those in power to the consideration of various important subjects belonging to the navy, which have been now *in part* so well and precisely amended by the New Naval Regulations. That there was much to do in the way of improvement all must allow, and that the various abuses and radical errors which may still exist, may be soon done away, is my earnest hope and expectation, now that peace is restored on such a basis as to promise to be lasting.

There is, however, another part of the subject, certainly not *less* deserving the attention of the Board of Admiralty, and that is, the building of a sufficient number of men of war, to supply the places of those which are found decayed and rotten; and, it is quite lamentable to think, how many are found to be in this state. It is a matter truly of such *vast* importance, as to strike every thinking mind with the deepest impression of the awful magnitude of the subject. We are, it is true, jogging on, building and repairing in the usual way;* we are still building of oak, I hope, properly seasoned, and of good quality; but, if the contrary should be the case, if oak of a proper quality is so scarce and difficult to be had, surely my suggestion for constructing our new navy of *teak,* is worthy of attention—for what good end can it possibly answer, to build ships liable to the dry-

* I think J. C's assertion on the size and rate of our new ships entitled to serious consideration from those in power.

rot—that inveterate and deadly foe to our naval greatness; surely, Sir, without something like ample security from the *further* ravages of this deadly enemy, it would be well to pause before we built another ship of oak of indifferent quality or not properly seasoned wood;—again, if we wait until the wood *is* seasoned, how much valuable time do we lose, and what a blank will our naval lists present; whereas, by at once resorting to teak, we know what we are doing; if we lay out a little more money, we are sure it is laid out in ships which will *endure;* and we know also, that we are keeping pace with *other* powers, whose great aim continues to be, to rival Great Britain on the ocean, of which she has so long been mistress. On these points, I refer your readers to the speeches of the late and present President of the United States of America, and to the important truth, that there are now several French officers of marine architecture in this country, sent *for the express purpose* of acquiring every sort of knowledge and information, relative to the improvements or practice of our navy. I am decidedly of opinion then, that an increased degree of activity is necessary in our dock-yards, and that some substitute for oak must be resorted to, in order to prepare a lasting and durable navy: if oak timber is run out, we know that teak, although distant, is easily to be had, and that the freight is the greatest expense; this, however, will encourage British shipping, and will promote the trade and industry of the country in the most effectual and substantial manner, and at the same time give to Britain a serviceable and valuable navy; and in the end, it will be proved to be supplied on the most economical plan.

Neptunus.

On the present State of the Landed Interest, in Reply to Arion.

MR. EDITOR, *Hitchin, Herts, October 15th,* 1817.

BY way of assisting your very valuable correspondent, *Arion,* in any future calculations he may make respecting the relative situations of the funded and landed interests of this country, I take the liberty of calling his attention to a few circumstances which appear to have escaped his notice. I do not intend to enter into the argument, not feeling myself competent, and it is a question of too great magnitude to be trifled with. I shall, therefore, content myself with stating a few facts, which will perhaps make it appear that the owners of land are not quite so enviably situated as some may imagine.

In the first place, in reply to his observation, that wheat ought to be at the same price as in 1792, and the 3 per cents at 90, I must say he appears to me to raise the one and depress the other beyond the just proportion necessary for the good of both parties. Is it possible to produce the quarter of wheat for the same price now with a peace establishment of sixty millions, as it was at in 1792, with such establishment under twenty millions? Do not some of the most productive of the taxes affect the price of the produce of the land; *viz.* salt, malt, and leather? Is *Arion* aware, with the

present enormous pressure upon the land, what a quarter of wheat costs the grower? Or can he expect it afforded to the public for less than its original cost? Are there not tens of thousands in the country who have no right to expect the landholder to sacrifice his interests to them? Such as the rich, who can afford to pay a rewarding price; the army and navy, who are fed by government; or the indigent, who are provided for by their respective parishes? Does not the Scripture say, "Thou shalt not muzzle the ox when he treadeth out the corn:" surely the farmer is as worthy of reward as the ox.*

2dly. Estimating the gross rental of the kingdom at thirty millions, and the poor's rates at ten millions, does not the landholder give up to the poor *one-third* of his income? Does he not support the clergy, repair churches, keep in order the roads, &c. the last being of incalculable service to the manufacturing and commercial interests? Does he not transport the baggage of our troops from one part of the empire to the other, for little or no reward? In short, has he not been at all times (verifying the observation of a celebrated minister), "like the quiet sheep, allowing himself to be shorn without a struggle, whilst the commercial and manufacturing community might be compared to the pigs, as he could not lay his finger upon a single bristle, without the whole stye being in an uproar.

3dly. It is not to be denied that the price of land had at one time risen to a most unwarrantable height; but *Arion* must be aware, that it has since fallen pretty nearly to its just level.

4thly. It does not appear that the public, during three or four years that corn was at a ruinous depression, were benefited, as we were all told they would be, whenever it came down to something like the old standard. Did the price of the quartern loaf bear a just proportion to the price of the quarter of wheat? Could a man furnish his house, clothe his person, or indulge his appetite in different articles of luxury or necessity, at a less expense than when corn was dear? Is not wool at this moment reduced 50 per cent. and has not it been so these four or five years, without a man being able to purchase a coat at much less than formerly.

I must trespass, Mr. Editor, upon your patience, to notice *Arion's* observation—"that every thing is burthened to support the landholder." I am not aware of any thing but the much-dreaded corn-bill that justifies this opinion, and of that it may truly be said, "The mountain laboured and brought forth a mouse," as corn has been cheaper every year since it was enacted (with the exception of the present, which is to be attributed to the universal and constant wet during the summer of 1816). Every thing has been done that can be devised to assist the manufacturer and the commercial man; look at the prohibitory duties upon French wines, silks, lace, books, prints, spirits, &c.: look at the article of tea, become almost as necessary to an Englishman as bread. Do we not exclude the porcelain of China to encourage the potteries of Staffordshire, Worcester, &c.; the silks of France, to encourage Spitalfields and Coventry; the brandy of

* *Vide* Franklin's works on this subject.

France, to increase the consumption of rum; the gin of Holland, for the same purpose; and indeed every thing of foreign manufacture that at all clashes with our own. I by no means object to these enactments, but notice them to prove that the care of government has not been confined to the landed interests.

Before I conclude, allow me, Mr. Editor, to call the attention of your readers to the so much talked of Poor's Rate: few of them are aware how severely it operates upon the land; they will be surprised to find, upon inquiry (what I firmly believe to be the case), that nearly one-half the land in the kingdom pays as great a sum per annum now to the poor's rate, as it paid for rent 30 years ago! they may add to this, if they think the case is not sufficiently strong, the erection, alteration, and repairs of county gaols; the expenses attending the administration of justice at the assizes, quarter-sessions, &c. transport of convicts to the places of embarkation; relief granted to wounded sailors and soldiers, and assistance to paupers constantly passing from one part of the kingdom to another. As to the erection of gaols, if they wish for particulars, I would advise them to inquire at Maidstone, with sufficient presence of mind not to be startled, should they be informed the one lately built there cost more than 300,000*l.*

For the rest, I can assure your respectable Correspondent, that I am by no means an advocate for any interference with the Funds: at the same time, I must state it as my opinion, that the land bears its full proportion of the pressure of the times. Let him take the following instance:—I am acquainted with two persons residing in the same parish; one has property in the Funds to the amount of 5,000*l.* per annum, the other has land in his own occupation of the annual value of 500*l.* per annum; during the last twelve months, the former has paid 50*l.* to the poor's rate, and the latter 200*l.*! while, at the same time, the landed man has to meet as a rival in the market, the farmer of France, America, and the Netherlands; and has the mortification to see the agricultural interests of our enemies benefited at the expense of our own; and what is of infinitely greater importance, their *maritime interests* promoted, whilst the ships of England are rotting in harbour: how far I am correct, let the annexed statement show:—

"*Courier, September 16th,* 1817. There have been imported into Liverpool from the United States, between the 1st of September, 1816, and the 1st of September, 1817, not less than 493,514 barrels of flour, which, together with the grain brought from the same country, would be sufficient to load 2,786 veseels, of 100 tons each."!!

It is with difficulty I restrain myself from enlarging on this point, so interesting to all who are true lovers of their country; but considering, Mr. Editor, that I have already trespassed too much upon your patience, I will only beg leave to subscribe myself,

Your humble servant,

J. C.

Copy of a Letter sent to the Right Honourable the Lords Commissioners of the Admiralty, in respect to Claims of Candidates for the Rank of Purser.

My Lords, *London, April* 7, 1817.

THE liberal improvement which has been made, since the termination of the war, in the general condition of officers and men belonging to his Majesty's navy, has called forth the applause of almost every individual attached to that service; and never were sentiments of acknowledgment more cordially and unanimously expressed, than for the consideration which your Lordships have studied to evince in the reward and promotion of those whose merit or length of service recommended to the protection of the Board of Admiralty. It must, however, frequently happen, that the most equitable arrangements for the remuneration of claims of service, will unavoidably leave some individuals unprovided for; and I am sensible that a much smaller number have reason to complain on this ground than could have been expected from the reduction of our extensive fleet, at the conclusion of such a protracted contest. I also feel assured, that you will be ready to do justice to the claims of such as may have been overlooked, amidst the important duties which employed your Lordships at the close of hostilities; and I therefore venture to solicit your attention to the case of candidates for promotion to the rank of Purser.

Your Lordships are aware that, in consequence of the restrictions of "an Order in Council," they are the *only* class which has been shut out from *all share* in the promotions which have so largely taken place in favour of *every other denomination of officers!* A period of nearly three years has elapsed since these restrictions were imposed, for the purpose of reducing the number of Pursers to an equality with the list of the Navy; but I shall endeavour to shew that this object cannot possibly be accomplished, at least for a very considerable length of time, and that the continuation of such a severe regulation would amount to a total exclusion of the claims of many deserving candidates. In the first place, permit me, my Lords, to observe, that from the present inactive state of the fleet, and the circumscribed number of vessels employed on the peace establishment, it cannot be expected that the list of Pursers will be reducible in any other way than by deaths in the usual course of human nature, and a series of years must revolve ere this melancholy source of reduction can produce a diminution below the numerical list of ships. On the other hand, it is not unknown to your Lordships, that the list of the navy has experienced great reductions since the cessation of hostilities, by the sale and breaking up of ships, by which the number of Pursers is further increased above the list of the navy in proportion as it has been diminished. Thus the restrictions are prolonged greatly beyond the period which may have been originally contemplated; and to allow this circumstance to operate to the disadvantage of the candidates, would surely not be consistent with the liberality which has distinguished your Lordships. It is, therefore, to the favourable interposition of the Board of Admiralty, that they can alone look for the

abrogation of the Order in Council, which can never otherwise cease to be restrictive; for the list of the navy will be found to decrease by loss and sale of ships in a much greater ratio than the casual reduction of the list of Pursers.

I shall now take the liberty of laying before your Lordships a comparative view of the case of candidates for the rank of Purser, and that of other officers who continue to be promoted from time to time, as their services may render them worthy of advancement. It is true, my Lords, that there are already a greater number of Pursers than ships on the list of the navy; but since those officers have been placed on the establishment of half-pay, they cannot be termed *standing* warrant officers, nor deemed to attach, as was formerly the practice, to ships out of commission; and, consequently, I humbly conceive they should be considered as upon the same footing with Masters and Surgeons, of whom there is also a redundancy, and who, nevertheless, are not prohibited from promotion when merit or service may recommend them. To illustrate this fact, I need only mention, that on the return of the expedition from Algiers, the *whole* of the senior Assistant-Surgeons of the ships engaged in that brilliant achievement were promoted, *notwithstanding the list of Surgeons being considerably more numerous than that of the Pursers;* and, in consequence of the existing restrictions, nothing could be done for the Clerks, who participated in the dangers of the same heroic enterprise, though it appeared from the public despatches that several of them were wounded.

Hence, my Lords, it is evident, that the door of promotion is alone shut against them, and left open to every other class of officers who, on such occasions, may be found worthy of being brought forward.

The liberality which has guided your Lordships in the promotion of Midshipmen, deserves to be particularly recorded. It affords an ample proof of your disposition to cherish the views of young officers, who are accustomed to look to advancement as the only return for the hazards to which they are exposed—as the dearest object of all their exertions—and as the chief source of the noble emulation which has acquired and upheld the preëminent naval glory of Great Britain. Yes, my Lords, I have often beheld gallant young officers, actuated by the hopes of applause, and the reward of preferment, enthusiastically throw themselves forward to execute the most perilous enterprises; and it is the encouragement of this laudable ambition for honour and distinction, which has elicited the talent and intrepidity of an Exmouth, a Keats, a Hallowell, and a Hope—the splendid orbs of our service.

To represent the merits of the case in question, it will simply be necessary to state, that the management of the ship's books, on which so much depends, and the various departments connected therewith, is appropriated to the Captain's Clerk, whose unremitting attention must be applied to the performance of this complicated employment; and your Lordships are perfectly sensible that the correspondence necessarily intrusted to a Secretary's Clerk is at all times of a very confidential nature, and frequently of the highest importance. A Midshipman usually enters the Navy while a boy of 12 or 13 years old, and receives the benefit of instruction during the

progress of his preparatory term of service, which qualifies him for preferment at the age of 19; but the office confided to a Clerk requires that he shall be arrived at a more advanced period of life, and his education completed, to enable him to undertake the indispensable duties with which he becomes charged. This circumstance seems to have been duly weighed in the "*General Naval Instructions*," which prescribe only twelve months service to qualify Clerks for promotion; and hence, it is to be presumed, that no one can evade the acknowledgment of the peculiar hardship suffered by those who, having served four, six, and eight years, are discharged, at the end of a war, without the smallest compensation! Your Lordships, as I before observed, have been extremely liberal in the reward of Midshipmen—the whole of them, who had any strength of claim, having received the rank of Lieutenant; but no addition has been made to the list of Pursers since July, 1814, nor then was there any general promotion of that class of officers.

Doubtless, my Lords, you will be desirous to limit, as much as possible, the expenses of our maritime establishments: but however indispensable it may be to enforce the most rigid principles of economy in every branch of public expenditure, I should expect that such a consideration does not suggest the necessity of continuing to exclude a very useful description of young men from the recompense so justly due to their merits and service.

I have thus, my Lords, endeavoured to point out the severity with which the "Order in Council" operates against the views of candidates for the rank of Purser; and I entertain a lively hope, that the peculiar hardship of their case will induce your Lordships to recommend the suspension of the restrictions, to enable the Board of Admiralty to make a promotion of those who may be found most deserving; or that you will be pleased to adopt measures for the superannuation of a certain number of the Senior Pursers, and fill up their vacancies in that manner, giving, I should presume, a preference to those who have acted in that office, or held any other appointment. I have the honour to be, my Lords,

Your Lordships' most obedient humble Servant,

S. E.

On the Propriety of considering the Naval Interest, in the Appointments to Naval Establishments.

MR. EDITOR, *Woolwich, November 3d, 1817.*

BEING on a visit to a naval friend a few weeks since, I happened to take up a former Number of your Chronicle, containing a very excellent letter from a Correspondent (signed *Clericus*), on the subject of pensions to the widows of naval officers. Pursuing the writer's promise of comments on Naval Charitable Institutions, I likewise had the pleasure to read his very able and judicious letter on the Asylum at Greenwich; an Institution intended to be both naval and charitable; but which, by the remarks of *Clericus*, added to many other unanswerable proofs, is clearly proved to be neither.

The perusal of these letters brought to my recollection a circumstance that happened during a sojourn I was making in London in the summer of 1816.

Some business took me to the Admiralty, and while I was in the waiting-room there, a woman entered, very anxiously requesting her way to one of the principal clerks (Mr. Pearce), and at the same time presented a note for my perusal. On reading her document, I found it to be from the Viscountess Melville, apprising her of her being appointed housekeeper to the Admiralty-Office, and enumerating, among the many advantages of the situation, an *addition* of twenty pounds per annum to the salary, for which she would be expected to see that the *bits* were kept clean: this part of the duty the newly-appointed housekeeper immediately explained to me, was the brightening the tops of the ink-bottles. My first question to the person was: "Pray what rank did your husband hold in the service?" not doubting that any other pretension could have justified her receiving so desirable an employment. Judge my surprise, I might almost say indignation, when she appeared quite at a loss to interpret what my question could mean. "Oh dear, my husband was not in any service at the time of his death—he had been in the family!"

My curiosity was excited, and on further inquiry, I discovered this person was a *ci-devant* waiting-woman of Viscountess Melville, and having one son, and he employed about the Stock-Exchange, and herself keeping a lodging house in Jermyn-street, she had been selected to fill a situation that many captains' widows would be glad to accept, to say nothing of the innumerable number of female orphans who have lost every friend and every dependence in the naval defence of the country.

I have mentioned this circumstance in many private circles, and my ideas on the subject have been unanimously supported and strengthened by the opinions of all parties coinciding, that such situations as are a branch of the naval department should be filled by persons who have claims on the service.

In the military department such is invariably the case, and stimulated by such information, my inquiries have been, since the affair I mention, very much directed to the distresses of those widows and orphans, who have not even the benefit of a pension for the privation of their friends who died in the naval service of the country (for it would seem the patronage of an individual is sometimes preferable). I have collected many strong cases in point, which I will from time to time transmit, should this be deemed worth insertion in your next Number.

To correct great abuses may require a Select Committee; but to observe minor mistakes is the province of

An Idler.

On the Death of the Princess Charlotte of Wales.

What tragic tears bedim the eye!
What deaths we suffer, ere we die!
Our broken friendships, we deplore,
And loves of youth, that are no more.

MR. EDITOR, 14*th November*, 1817.

IT will not, I think, be considered improper at this time of universal mourning—at this hour of calamity to the British people—to defer entering on any naval subject, and to devote our thoughts and attention *entirely* to the consideration of the magnitude and extent of that heavy (I had almost said irreparable) loss which the nation has sustained, in the death of their amiable Princess, and her ill-fated offspring, the unhappy, although innocent cause of her untimely fate. Not more unexpected, indeed, was this dreadful blow, than heart-rending are the distress and disappointment it has occasioned from one end of the empire to the other; for, as the hopes of the British nation were raised high with expectation, that an heir to the throne would be given to their wishes, and to those of the royal parents, so great in proportion must be the keenness of their feelings of disappointment, in thus beholding the cup of joy dashed from their lips, and every hope laid prostrate in the dust. What shall fill the void thus occasioned in the hearts of a loyal, an admiring, and approving people? Alas! it must be long indeed, ere this sad calamity can be forgotten; for whilst the memory of the eminent virtues, the exemplary piety, of the deceased shall remain, so long shall her memory be engraved deeply on the minds of the British people, who witnessed, with hope, and joy, and exultation, her amiable conduct; that conduct, which distinguished the life of this distinguished Princess far more than royal birth, or an expected Crown. She was born and bred up amongst the British people; they had opportunities of *seeing* her, of *knowing* her, and of learning to love and esteem her, not for the sake of what she would be, but of what she truly was, an amiable young woman, exalted indeed in rank, but no less so by her virtues. It may be truly said, that her short life was one of active virtue and benevolence; and long, long, indeed, must the British people deplore her loss; for who can fill the void thus caused in their hearts? What can promise to them again the fondly cherished hopes which the lamented Princess Charlotte had given rise to: they contemplated the time, when she should, either in her own person, or that of her offspring, fill with distinguished lustre the throne of England; and her virtues, talents, and accomplishments, promised much; but, vain man, pride not thyself on to-morrow, for we are but of yesterday. Alas, Sir, the farther consideration of this mournful subject must irresistably lead even the most unthinking mind to pause a little, and to behold, in this most awful and unexpected visitation, the power of that Almighty Being, who willeth and it is done; who saith amongst the children of men, "Return." But I forbear to urge it farther: may the lesson, this impressive lesson of mortality, and of the shortness of life, have due weight on the Prince and the

People; may we all deeply lay it to heart.—But from a mourning people, who rested their best hopes on this truly amiable and favourite Princess, thus suddenly torn away from us, let us turn for a moment, to shed the tear of sorrow for her fate, as a wife and daughter; let us sympathize (and who that has a heart will not do so) with her mourning father, and her distracted husband; from their hands has the cup of joy and of hope been also dashed away, and all around them is now become *black* as the sable plumes which oercanopy the deceased, and dark as the confines of the grave where their fond hopes are now buried. The feelings of the people are strong, are general, are irresistible; but who can paint, who can describe, the heart-rending distress, and agony, and wretchedness, of her beloved, now widowed, Prince of Cobourg; those only who have sustained the loss of all their hearts held dear on earth, they alone can feel for *him*; they do feel for him; his affection and tenderness to the beloved partner of his heart, can never be forgotten; he was the husband of her affections; and sad and sorrowful indeed must that hour have been, when "the link of fond hearts was broken;" when the united affections of two young hearts was dissolved by the cold hand of Death—the one taken, and the other left. Yet even at that hour of trial, and of suffering, the amiable Prince shrunk not from the trial, however severe; he was with her, to soothe and comfort her, although his own heart must have been breaking. And she—

Yet could she not her closing eyes withdraw,
Though less and less of him she loved, she saw;
So, speechless for a little space she lay,
Then grasped the hand she held, and sighed her soul away.

Such was the death of our young, our amiable Princess; the recollection of whom, and of whose virtues, will long, long continue the mournful theme of praise, and the subject of universal lamentation; for it is not to be concealed, that in every point of view, both private and public, no such great calamity, nor heavy loss, has overtaken the British nation for centuries back: we have now, at one blow, been deprived of the mother and child; of all that was dear to our hopes; of the best support of the House of Brunswick; of her, on whom all eyes looked with joy, and towards whom, all hearts turned with hope and expectation: here, then, is cause for mourning indeed; yet let us not mourn as those who have *no* hope; but let us trust *in him*, who casteth down, but also raiseth up again: in that Almighty Power let the nation put all its trust, for he alone can preserve, he is our stay and our best shield; and if the voice of mourning is heard in our streets, let us still trust in him, and he will bring us comfort and consolation. All that can with propriety be said more on the death of the Princess Charlotte, may perhaps be better summed up in the following lines to her memory:—

Remov'd from all the pains and cares of life,
Here rests the pleasing friend, the faithful wife;
Ennobled by the virtues of her upright mind,
Constant to goodness, and in death resign'd.

Who placed true greatness in a wise retreat,
And practised piety, without the world's deceit.
Oh! early lost, in virtue's fairest prime,
Thy virtues have supplied life's want of time.
No death is sudden to a soul prepar'd,
For God's appointed time brings its reward.
Thy death (and such, oh reader, wish thy own!)
Was free from terror, and without a groan;
Thy spirit to himself, the Almighty drew,
Mild as the Sun receives the ascending dew.

Here must my pen stop. I cannot, I am sensible, do justice to the merits, to the virtues, of our departed Princess, or to the general grief for her untimely death; but I am well assured her virtues dwell, and will long continue deeply engraved on the hearts of her people. May then that people find a successor to her *worthy* of their affections; and may her afflicted relatives, her royal father, and her sorrowing husband, find that consolation, which Heaven only can bestow. Such is the heartfelt wish and earnest prayer of

Nestor.

TO THE COMMITTEE OF THE SOCIETY OF SHIP-OWNERS.

Gentlemen,

I AM induced to address you, in consequence of what passed at your late general meeting; I mean also to reply to a letter addressed to the Editor of the *Public Ledger*, by one of your Body, inserted October the 2d; at which time, your report for the preceding year was presented to the Society; stating many grievances which had existed, prejudicial to the interests of British Shipping and Commerce, but now done away through your exertions; as also many other grievances which still exist, and require your further exertion and perseverance to get removed.

It was also stated in your report, that the attention you received from the different departments of government, "Has impressed them with the conviction, that the shipping interest have only to bring their just complaints before government, to obtain all the redress that circumstances will allow."* You also stated, that you have, "in an especial manner, to acknowledge the attention of the Elder Brethren of the Trinity House, and of the Committee of Lloyd's; who have shewn the utmost readiness to co-operate with this Committee, in measures of public utility." And lastly, a recommendation to Ship-Owners, *of a code of signals, adapted to the merchant's service, by Captain Marryat, of the R.N.*

* This language may be deemed courteous. It certainly is not the plain honest language of Seamen; and when coming from a Society formed to correct public evils, perhaps cabinet ministers may think it *savours of flattery*; and, from a recent occurrence, there can be no doubt that Mr. Secretary Croker must be convinced, that so far as regards just complaints to public departments, it is not fact, otherwise there would have been no occasion for your Society.

After the report had been read, and some desultory conversation had taken place, the Chairman remarked, that if any gentleman wished to offer his opinion upon the subject, that was the time. I then addressed the Society, and said, that if any thing ought to excite their surprise and astonishment, as also that of the public, it would be, to find that so many grievances could possibly have existed, at one time, prejudicial to British shipping and the essential interests of the country, as mentioned in your report. That many of these evils never could have taken place, if the Corporation of the Trinity-House had performed their duties to their country, agreeably to charter, by which they are bound to attend to the "relief, increase, and augmentation of the shipping of these Kingdoms." Such being the fact, it certainly was their duty, in the first instance, to have endeavoured, by their exertions, to prevent most of these grievances from taking place; as also, to have endeavoured to remove those, which time might have rendered contrary to reason and interest at the present day. From the disposition you express to have found in his Majesty's ministers, and in all the public departments, to attend to just complaints of this nature, there can be no doubt, that if a proper representation had been made by that Body, incorporated for the *express purpose*, among other things, of watching over the shipping interests of these realms, such grievances never could have taken place.

I also attributed to that Corporation, in not performing their duties agreeably to charter, the neglected state of our maritime affairs generally, but more particularly the want of regular-bred British seamen in our navy and merchant's service, during the late war; also the loss to British seamen of those rights and franchises they formerly possessed. In their statement to the House of Commons lately published, they strongly represented the powers with which they were invested, particularly as regards seamen; but they forgot to mention those *sacred duties* which they are bound, by *oath*, to perform towards them. After this, I represented them as a body in a state of passive obedience;* which principle, it would appear, they were inclined to carry to excess. That it was yet in the memory of man, when they threatened to expel an Elder Brother, for having had the presumption to declare, that they selected some persons as Elder Brethren who were not adapted to discharge the duties.† This menace would probably have been carried into effect, but for the dread that it might become the subject of a court of law, where this *affected* mysterious system would have been exposed to public view. This apprehension, if I am rightly informed, stopped them from proceeding further in the business.

I then called the attention of the Society to the purposes for which their own body was founded, to perform, at their own expense and labour, a part of those duties which the Corporation of the Trinity-House, the grand

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* I hope it will be perfectly understood, when I allude to the Corporation as a body, I am far from having the same opinion of them individually. This I shall more fully explain at some future period.

† I believe a similar selection has taken place within the last ten years.

chamber of navigation of these realms, have declined, or neglected to perform, merely, I presume, because the performance of them might lead them into opposition and controversy with ministers and public bodies, and clash with their private views and interests. After this, I read the resolution, which I intended to propose, stating, that British shipping, and British seamen, ought ever to be supported together; and that it appeared to me a most extraordinary omission in their report, that the greatest of all grievances, as affecting not only the shipping interest, but the vital interests of these realms, particularly in time of war, was totally overlooked; I mean the hardships, particularly that most grievous one of impressment, to which British seamen are exposed.

On the resolution being read by the Chairman, and seconded by Mr. Curling, silence ensued for some time; after which, Mr. Gillespie arose and said, that he thought the question was premature; that the meeting was taken by surprize, as not having been informed that such a subject would have been brought forward; and that few gentlemen had sufficient knowledge of the subject, to pledge themselves thereupon at that time; yet he acknowledged that it appeared to him to contain matter of considerable interest and importance to the shipping interest, so much so, as to render it worthy the attention of the Society; but he thought it ought to have been submitted to the Committee in the first instance.

Mr. Higgin then rose, and expressed his opinion, that the subject of the resolution, although perhaps it was not so well understood by the Society generally, as it was by myself, was certainly deserving the particular attention and consideration of the Committee; and that he had no doubt that if it was understood, it should become a subject of their consideration; that I would have no objection to withdraw it at that time, upon that understanding. To this suggestion I agreed, as did the gentleman who seconded the resolution; and I withdrew it accordingly.

After the principal business of the meeting was over, Mr. Rowcroft remarked, that although he thought I was premature in bringing forward such a resolution, yet he recommended to the Society the consideration of the subject. He also noticed the important disclosures that had been made on other subjects, in consequence of an investigation made by a Committee of the House of Commons, which he said was the proper place for the discussion of my resolution.

This, to the best of my recollection, was the substance of what passed relative to the annexed resolution, which I now send you for your consideration, with the book of the charters, &c. of the Corporation of the Trinity-House, that your Society may be informed of the facts which I have advanced. I send also a copy of my letter to Earl Spencer, upon the subject. I am induced to take this public method of sending you the copy of the resolution, that the public may know that such has been moved in your Society, and that not a single voice was raised against the principle of it; also that they may know upon what understanding it was withdrawn. I have now submitted it to your Body, and your open and avowed opinion thereon will be a matter of course, to be delivered in due and proper time.

When you consider, that your Society was founded to correct the evils and errors that have arose through the neglect of the Corporation of the Trinity-House, prejudicial to the interests of the navigation and commerce of these realms, it certainly was to be expected, that you would meet with every possible attention from his Majesty's ministers, and the various departments of government; as on the correction of these evils, depends the vital interests of the country. It was also to be expected you would receive a marked attention from the Corporation of the Trinity-House; for if the Corporation can get you to perform such part of their duties, as they for obvious reasons neglect, though they are well remunerated, if not directly, at least *indirectly*, by the consequence and influence attached to their situation; and which consequence, at this time, is derived from the infractions, made by the tyrannical James the 2d, on the rights and privileges of British seamen. When you are therefore disposed to perform the most uncourteous, or uncourtier-like part of the duties of the Corporation, is it therefore to be wondered at, that they should in return meet you with politeness.

I now feel no hesitation to say, that after all you have performed, and all you propose to perform, your labours, and the expense incurred by the ship-owner, will only produce half measures towards guarding against future grievances, as well as towards establishing the true maritime policy of these realms, unless you go to the root of the evil, and which never can be eradicated, until brought before a Committee of the Legislature, who are alone equal to the investigation, and who are alone competent to make the necessary representations upon the subject to the head of the government.

Allow me to ask you, what must be the opinion of the British public, and British seamen, on a report made by the Ship-Owner's Society of this Port, and which pretends to state the various grievances under which they labour, without making the least allusion to the evils arising from impressment; or to the injury sustained by British seamen, in their just rights and privileges; a body of men that have a peculiar claim upon their care, and that deserves so well of their country. When this glaring omission is remarked, every one who reflects on the subject, must consider you as a body influenced alone by self-interested motives, and totally destitute of true patriotism, as well as those feelings which every British subject ought to possess towards so meritorious a class. Such must be the impression, and yet I maintain, from the particular knowledge I have of some persons belonging to your Committee, that there are some among you, whose feelings are ever alive to the welfare of their profession, though they may be over-ruled by others. By these honorable men I hope an effort will be yet made to correct so gross and flagrant an omission.

I now have to call your attention to that part of your report respecting Captain Marryat's publication, containing a compiled code of signals for the merchant's service. Allowing Captain Marryat every merit due to him, for having improved upon former suggestions and compilations for the same purpose, by other merchant seamen, but who had not powerful friends to bring them forward, and sincerely wishing that they may be generally adopted,

yet I cannot refrain from remarking, that the British navy has been much indebted toFrenchmen, for first suggestions, on this, as on many other occasions; and to Sir Home Popham, a mercantile-bred seaman, particularly, for various and most useful improvements. That the changes may be displayed numerically by a few flags and pendants, to an indefinite period, is generally known at this time.

I have been induced to take notice of this publication, from the particular manner in which, I am informed, it was recommended to the notice of the Committee of Lloyd's, by the Committee of the Ship-Owner's Society; who informed them, that they intended to provide their ships with the necessary signal flags, &c. agreeable to the plan recommended by Captain Marryat. It therefore became necessary, on the part of the Committee of Lloyd's, that their agents should be provided with signal flags, and the publication; as otherwise there could be no communication between the ships and the shore. When it is considered that Captain Marryat, of the R.N. is the *son* of the Chairman of the Committee of Lloyd's, I am sure the ship-owners, and the public, will do every justice to the very ingenious manner by which it has been brought forward, and they will, no doubt, feel a due sense of obligation, for the information contained in the publication, that flags and pendants can be procured from one of your Committee.

Your Committee having so strongly recommended this publication to the notice of the Ship-Owner's Society, and of the public, by introducing it into your report, perhaps you may be in like manner induced to recommend my publication* to the Committee of Lloyd's, on the Evils of Impressment, and on the means of doing them away, by an improvement of our marine system, the more especially, as it is acknowledged to be a subject of much more vital consequence to the shipping interest, the welfare of the nation, and British seamen; therefore it is not impossible, but that they may recommend it to the notice of their Chairman (Mr. Marryat), who perhaps will take up the subject himself; in which case, I have no doubt, from his superior abilities, and the peculiar manner in which his son's publication has been introduced, through the Committee of the Ship-Owner's Society, to the Committee of Lloyd's, as also *the expressive manner* in which he mentioned Captain Marryat's, of the R.N. code of signals, at a late general meeting at this place,—From all these considerations, I presume he can find no difficulty to introduce the subject of impressment, even to the consideration of the House of Commons, particularly when he reflects, that one who ranks among the oldest subscribers to these rooms, was a few years ago dragged by the neck for fifty yards, until life was nearly exhausted, besides his family being ill-treated, and the effects of which are, at times, the cause of *sufferings* to this day, through the evils of that very impressment; and which was performed by the refuse of mankind,

* When recommending my own publication to your notice, I wish it to be understood, that I solicit no man or body of men to take up the subject on my account individually, but for the general good of the country and my profession; neither shall I consider myself under any particular obligation to any man, beyond that of other British seamen, for his efforts towards giving it effect.

under the command of a principal, who, I am sorry to say, though he was a British naval officer, attempted, after this atrocious act, to *palliate* the offence to the Admiralty, by representing the fellows who were guilty of it, as men of good and exemplary characters.

Here is a field for glorious exertions, worthy those patriotic feelings so often expressed by Mr. Marryat, towards the interests of British shipping, and the welfare of British seamen. I do not know any man in this kingdom more competent, than the Chairman of the Committee of Lloyd's, to bring forward the subject of impressment, as no body of men in this kingdom have shewn a higher, or so high a sense of the services performed by British seamen. This sense was not confined to words, but was manifest in frequent and ample contributions in money, for the support of seamen and their families, under various circumstances. How far the influence of one subject may weigh with that gentleman more than the other, I do not pretend to say; though there is this marked difference, that in the one instance he is impelled by private interest, whereas in the other he can only be actuated by public motives, and by a sense of general interest. Time alone can shew which is the preponderating principle with that gentleman.

I now have to call your attention to a letter addressed to the *Public Ledger*, dated October the 2d, and acknowledged by Mr. Lyall, one of your Committee, to have been written by himself. The regard and esteem I have for this gentleman * will not allow me to suppose that he would advance that which he thought was incorrect; I therefore attribute to his inexperience alone, his want of caution, in commenting upon a subject connected with maritime affairs. Mr. L. makes the following remark when alluding to a paragraph in the *Public Ledger*, September 30th. "But from the prefatory observations in the advertisement, Persons who were not present at the meeting might probably infer that the resolution was substantially and in principle approved of, although the time and mode of bringing it forward was deemed premature."—The part of the paragraph to which I presume this alludes, runs thus: "It appeared to receive the unanimous opinion of the Society, at least there was no objection raised against it." After the representation I have made of what passed at the time, allow me to ask, what other inference could possibly be drawn, after a resolution has been moved and seconded, and that by a most respectable member of your Committee, and on which two most respectable and well informed persons offered their opinion (one a Vice-President, and the other belonging to your Committee), both of whom agreed, that the subject of the resolution was of considerable interest and importance to the cause for which the Society was formed; and although they deemed it was premature at that time, yet thought it deserving the attention and consideration of their Committee? Surely this only can be construed into a unanimous admission of the principle of the resolution, and that the sub-

* I have strong presumption to draw a conclusion, that this gentleman was on this account selected to offer remarks on the subject.

ject was deemed to be deserving their attention, by allowing it to pass in silence, recommended to the future consideration of their Committee.

I now ask Mr. L. on what ground, beyond his own opinion, he can deny that it was not generally approved by the meeting; and I will now venture further to assert, for his information, that I verily believe, that nine out of ten belonging to the Society, particularly nautical men, are decidedly for the question, although I have my doubt, if one in ten would dare publicly to offer his real sentiments upon it; and I do further assert, that I do believe there is not any subject that could be brought forward, which would meet with more general approbation among the shipping and mercantile men of this country, or that could possibly prove more beneficial to the interests of these realms generally. The only reason I have ever yet heard advanced against it being brought forward, is an apprehension, that the Society have not sufficient strength to give it effect.

Mr. L remarked on the incongruity of sanctioning a resolution, directly at variance with the report. Let us admit this fact: yet surely this gentleman must allow, that your report is in itself incongruous, as it notices a marked attention from the Corporation of the Trinity-House, though it is well known, that your Society has been instituted, in a great measure, on account of the inattention to the discharge of their duties, that has been displayed by that very Corporation, and therefore nothing could be more inconsistent and incongruous, than the declaration made on your part towards that Body.

Mr. Lyall also stated, that "The fact was, the mover of the resolution in question prefaced it by making some strong assertions as to the causes of the present generally depressed state of our maritime affairs, of the validity of which most of the persons present felt themselves, for want of the requisite information, quite incompetent to judge."—With respect to the strong assertions alluded to, I have now repeated them, and therefore need not comment upon them further at this time. If Mr. Lyall wished to imply, that I had advanced what I could not maintain, this I must deny; and if any thing could prove the necessity of the resolution I proposed being carried into effect, his own assertions would go further to produce that effect, than any thing I have yet advanced, or can possibly advance hereafter. When you consider, that the Society of Ship-Owners in the first port of this kingdom, have been declared by one of their own Committee, to be *ignorant* of the fundamental principles and duties of the grand Chamber of Navigation of these realms, you will agree with me, that I have not advanced any thing so strong upon the subject.

Mr. Lyall also says, that it was referred to the Committee, "principally, I believe, with a view of getting rid of it in a way the least offensive to the feelings of the mover, whose zeal and exertions on many occasions affecting our maritime concerns, it is but fair to allow."—On this I have to inform Mr. L. that so far from the possibility of my feelings being wounded, in consequence of any fate that might have befallen my resolution, that it was well known to some friends who were present, that it was brought forward at the time, not with a view to immediate success, but for the sole purpose of being *publicly* recommended to the notice of the Committee.

I now beg leave to add to those *alleged strong assertions* before advanced, that although *report says*, the Corporation of the Trinity-House deny the power of any persons (Parliament excepted) to examine into the application of their funds, which denial I presume if fact, they found upon the artful policy of James the 2d, on the confirmation of their charter; yet I feel no hesitation to say, that when I offer further explanation on this subject, agreeably to what I have advanced in my public letter to Lord Spencer, that I have no doubt of being able to prove, that this extraordinary assertion is founded on *paradox*, and is contrary to the true spirit and intentions of the original charter; and I moreover assert, that many thousands of pounds have been expended by that Corporation, contrary to the rules prescribed by charter, and prejudicial to the interests of British seamen. This subject *imperiously demands* the particular attention of every British seaman, as well as a strict investigation into those rights and privileges which he possesses, agreeable to the original charters of this Corporation.

Mr. Lyall having acknowledged my zeal and exertions on many occasions, in the support of our maritime concerns, will, I hope, plead my excuse, for adopting the practice of naval officers towards claiming the attention of the Admiralty, when claiming the attention of your Committee, and of the public, to some particular services I have rendered the country in maritime affairs, as also to the benefits which many of your Society have received, through my single exertions with the Transport Board, in the years 1803, 4, and 5, at which period, my attempt to renovate that service was treated by most men as far more chimerical and ridiculous than what I have now proposed respecting the Corporation of the Trinity-House. Although, in the first instance, I was called before the Commissioners, and honoured with their abuse, yet I soon afterwards convinced them that I was correct,* and in a short time they adopted every suggestion I offered, and the result not only proved beneficial to individuals, by dividing the business of that Board among many persons; but they promoted the general good of the country, both in its financial and political relations, as a saving of many millions of money, and in all probability the saving of many lives, was effected in consequence. They had also the effect of improving the principle of our warlike expeditions, by preventing, as was too generally the case before, the employment, at times, of our worst ships in the transport of ordnance and other stores.

It is also well known to many of your Committee, that I have individually rendered to the shipping interest, and to British seamen in the West India Trade, essential services, by resisting those arbitrary measures adopted in the first instance, by some individuals belonging to the West India Dock concern; and I have no hesitation further to assert, that the country and British seamen have already received advantages in consequence of my

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* Having convinced one nautical Board of their errors, perhaps ought to entitle my remarks to a certain share of attention from another.

verbal representations to Lord Melville, as also through my public letters on Impressment, which perhaps hereafter I shall more fully explain.

In September, 1816, when a general meeting of Ship-Owners was convened at the City of London Tavern, with the view of forming the present Society, the same evils would have taken place, which prevented the former Ship-Owner's Society from proving effective, after the death of their late venerable and worthy Chairman, Mr. Robert Curling.* At that time it was the intention of a few persons to have formed your Society† agreeably to their own views and principles. It had also been arranged to have a Committee elected at that time, if I had not raised my voice against it, *by strong assertions*, saying, that I always conceived, when men formed themselves into a public society, that *public good only ought to be their first consideration; private interest the second.* Although this theory, no doubt, was contrary to the opinions of many persons present, yet this reasoning prevailed. I also represented, that permanent Chairmen, and permanent Committees to public Societies, were generally contrary to good policy; and that it was necessary that the Chairman and Committee should be elected annually; which election should be regulated by circumstances, that otherwise they would in a short time subvert the first principles on which they were founded; and I therefore strongly recommended the outline of the plan which has been adopted. I also insisted on the necessity of adjournment at that time to another day, that gentlemen might take into their consideration what had been proposed, and give notice to others who were not present. Had my proposition not been adopted, your Society would not have proved effective.

I am induced to offer these remarks, to prove, that I have rendered your Society a most essential service, and which I presume gives me a particular claim to your attention, in the resolution I have proposed. While it acts on the principles I have advanced, it shall receive my utmost support, but in such manner as I may deem most conducive to the purposes for which it was formed. Perhaps in no instance I shall be enabled to render you a greater service towards rendering your Institution effective, than by guarding you from becoming a stepping stone to individual interest, which was notoriously the downfall of the former Society.

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* The practical nautical knowledge and experience of this gentleman in maritime affairs generally, joined to an upright and independent conduct, should ever be the guide to your choice in a Chairman. If such persons were selected, they would deserve the particular attention of ministers and public departments, in consequence of the information they might be enabled to give on maritime affairs, *so much required at this time.* You have such persons among your body.

† The true policy of a government, and persons in command, should be, never to allow such an accumulation of evils and errors to take place, as to cause individuals to form themselves into public Societies to obtain redress. When such measures are adopted, it proves, that there either has been a neglect, want of judgment, or proper information upon the subject, in the ruling powers; and affords an opportunity for designing men to act on the public mind, agreeable to their own views; and raises reflections in the minds of men prejudicial to those in command.

I am fully sensible, that it appears extraordinary to many of my friends, that I should offer my opinions in the public manner I have done on our maritime affairs. However, this was not my intention when I first offered my private remarks to Lord Melville, on the subject of Impressment; at which time my wish was to have acted in a similar manner to that I adopted with regard to the Transport Board. I also am fully sensible of the unpleasant consequences to which I am exposed by my public remarks, subjected to such strictures* as any one may please to offer upon the subject. Yet when I reflect, that if men were to be checked by such considerations, no public good would be ever attained, and I have felt myself impelled to persevere, by an impulse arising from a train of singular circumstances; I have therefore overlooked personal convenience, in order to promote the object I have in view; and when I reflect, that a British seaman, in endeavouring to serve his country and his profession, ought never to allow any earthly consideration, on this side the grave, to prevent his pursuing the object in view, until he has attained it; particularly when he is guarded with the shield of truth, supported by fact, animated by the principles of a Chatham, and, as far as powers will admit, advanced with the energy of a Nelson. As yet, no person has offered publicly to overturn my suggestions, while they have received the approbation of all ranks of persons, and (if I am rightly informed) even that of Lords of the Admiralty, and Elder Brethren of the Corporation of the Trinity-House. Already have the Marine Society, and the India Company, acted to a certain degree upon the observations I have made respecting that service,† though from want of knowledge of the true principles of our marine system, they have not considered, that what would prove beneficial in time of war, has a contrary tendency in time of peace.

That there is a defect in our maritime policy, both as regards shipping and seamen, is generally acknowledged; that this arises from the want of practical knowledge in those persons who fill public nautical situations, or from their total neglect of them, cannot be denied.

The fundamental principles of the Corporation of the Trinity-House are, without doubt, the very best that could be adopted, with the view of forming the true maritime policy of these realms, were they only to be acted upon agreeable to the true spirit and meaning of the original charter. To the want of this may be attributed the first cause of those evils which now attend British shipping and British seamen. As a maritime Kingdom, this imperiously demands the attention of every man who regards the welfare

* When the Apostle Paul preached Christianity to the Jews and others, he was taken before a public tribunal, charged with being seditious; from which he appealed to Cæsar, and was sent a prisoner to Rome. Who at that time would have believed, that the only remains of the Roman empire and its first city should be upheld to posterity by the professors of the very doctrines which he advanced.

† I allude to the boys from the Marine Society at this time apprenticed on board the India Company's ships.

of his country. In advancing this, I conceive that I am acting agreeable to my oath as a younger Brother of the Corporation, which says, "And to be aiding by all the best means you can, to uphold and maintain the good and welfare of this Guild, Fraternity, or Brotherhood,"—"agreeable to their charter." How far other members of this Corporation conceive they act agreeable to their oath, I must leave to their own judgment.

I hope after what I have now advanced, that your Committee will give due consideration to the resolution I proposed, and that you will reflect, that the eyes of all concerned in the shipping interest, and of the public, are upon you, to see how far, as a public body framed for the correction of public grievances, you are entitled to their future support.

Having brought forward the subject, and pointed out the course by which it is to be obtained, it now devolves upon you to complete the undertaking. If you pursue it, I pledge myself, if required, to guide and maintain the cause, for the welfare of British Seamen, and for the true interests of the Country, as regards its maritime affairs, before any competent tribunal in the Kingdom.

I am, Gentlemen,

Your most obedient Servant,

Lloyd's Coffee-House,
Nov. 20, 1817.

Thos. Urquhart

Annexed Resolution.

That it be recommended to the Committee of this Society, to draw up a Petition to the Hon. the House of Commons, praying their Hon. House to take into their consideration the circumstances affecting the interests of British Shipping and of British Seamen; and also praying, that a Committee may be appointed to hear and investigate these matters, and such suggestions as may be offered for those purposes; also to solicit a particular attention to the first cause and motives of the establishment of the Corporation of the Trinity-House, originally founded on the true principle of maintaining the interests and increase of British Shipping, and the welfare and good rule of British Seamen. To the disuse or neglect of which may in a great measure be attributed many of the existing and great evils which now distress our maritime affairs.

That after such Petition shall be drawn up for the purposes above described, a public meeting shall be requested of the Merchant Ship-Owners and Master-Mariners of this Port, to express their sense and consent: and that the Committee shall then be requested to invite all Merchant Ship-Owners and Master-Mariners belonging to all the Out-ports, to co-operate in a similar manner by Petition, to promote this useful purpose of amendments, and return to the early and good principles and practice which fostered and first raised up the noble arm of British Navigation, Commerce, and Naval Defence.

J.E. 1818 Inv.t

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Bailey Sculp.

PL. CCCCXCVII.

Needham's Point, Carlisle Bay, Barbadoes.

PLATE CCCCXCVII.

Needham's Point, Carlisle Bay, Barbadoes.

THE following account in illustration of the annexed Plate is compiled from the authorities respectively stated, and has been kindly communicated to us with the drawing, by Lieut. J. E. from which the engraving was made, by Mr. Baily.

" This little island, which consists of something more than 100,000 acres of land, lies the furthest of all our West Indian colonies to windward. It swells gradually in the interior towards the north-east and north, and is elevated on a ridge of calcareous rock, which rises from above 30 to 50 feet or more above the level of the beach, and forms a sort of promontory round the north-eastern part of the island. The coast, wherever I had an opportunity of observing it, is lined with white coral, and the strand is of a beautiful light and soft sand, composed apparently of the pulverized rock and marine exuviæ. At a distance the land appeared extremely bare; but as we approached it more nearly, the rich and curious tropical productions captivated our eyes.

" Barbadoes must always be a very important station in the Windward Islands, as it is the most prominent point to the eastward of all our insular possessions, which lie in the form of a semicircle in the American Archipelago, from north to south, and consequently are most accessible from that island which is the furthest advanced to windward.

" Bridge Town,* situated at the south-western extremity of the island, and so named from a small bridge over an adjoining creek or stream, is the metropolis of this small colony, where the legislature of the island, and the principal courts of justice, hold their sessions, and where all the foreign trade of the island is carried on. The commander-in-chief of the windward forces resides at the King's House in the eastern suburbs of the town, and the governor on a pleasing eminence at a small distance. Pilgrim, which is the name of the governor's seat, was first occupied by Sir Beville Granville, who administered the government of this island in the beginning of the last century. It commands an agreeable view of the town, its environs, and the harbour in front. In coming ashore, as you approach a small inlet, on the north side of which, and below the bridge, the town is principally situated, you pass by the ruins of an old pier-head, demolished by the fury of the surf in the hurricane of the year 1780, which shook this island to its foundation, destroying, it is said, between 4 and 5000 of its inhabitants. The wind blew with such violence, that a heavy piece of ordnance (on the

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* A writer, who describes this town 150 years ago as being about the size of Hounslow, says, " it was called The Bridge, for that a long bridge was made at first over a little nook of the sea, which was rather a bog than the sea."—*Ligon's History of Barbadoes*, folio, London, 1657, p. 25.

hill, I believe, at St. Anne's) was overset on its carriage. Large ships do not approach the wharfs of the town; but they are lined with boats, canoes, and negroes, the commercial business being altogether carried on in this quarter. Many years ago, St. Michael's,* or the town at the bridge (as it is described in the earliest accounts), was esteemed one of the most opulent and considerable places in the West Indies.

"It is now nearly 200 years since this island was first occupied by the English; before which time, though it had been successively visited by the Spaniards and Portuguese, and named, it is said not to have been laid down in any sea-chart.† The land is so low, that it may be easily passed unseen on entering the American Archipelago, and is extremely difficult of access when in that sea, from adverse winds and currents, which are often insurmountable to unexperienced or unskilful navigators.

"The name of the island has been generally attributed to the Spaniards, who, it is thought, derived it from the wild fig-tree ‡ (ficus Indica), with which the woods abounded; though it has been said,§ that the Portuguese called it "Los Barbados," from its wild uncultivated appearance, it being the only island in this quarter uninhabited. But wildness could hardly have been a characterizing feature of any trans-atlantic islands; and I should think the etymology which derives it from the wild fig-tree more natural and striking. The native productions, however, of Barbadoes, seem now to have given place to adventitious ones; for almost the whole of the island is under cultivation.

"On the authority of authentic documents preserved from the fire which happened at Budge Town, in the year 1668, it is related,‖ "That an English ship, called the Olive Branch, homeward-bound from Guinea, touched, and landed some men, who set up a cross, about the year 1615, in or near St. James's town, and marked on a tree, 'James, King of England, and this Island.'—Afterwards, about the year 1624, a ship belonging to Sir William Courteen (one of the most considerable merchants then in London), stopped at this island: about thirty of the crew landed, and made a settlement on the westward part of the island, although they found the country entirely uninhabited, and overgrown with thick woods.

"The principal emigration to this colony took place during the civil war in Cromwell's time."—*M'Kinnen's Tour through British West Indies*, 1804.

"Near Bridgetown, the soil is of rich black earth, but not of great depth, being in many places only thinly spread upon calcareous rocks, which are formed mostly of madrepores. Further in the country the earth

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* So called from the parochial church of St. Michael's.

† Edwards's History of the West Indies, chap. 10.

‡ The bearded fig,
Prince of the forest, gave Barbadoes name.
Grainger's Sugarcane, lib. i. ver. 132.

§ History of Barbadoes, from its first Discovery and Settlement, to the end of the year 1767.—*Dodsley's Edition*, 1768.

‖ History of Barbadoes.

is of a redish cast, and evidently argillaceous. This is broken, by cultivation, into fine mold; and the soil is deeper, though less rich, than near to the town."

In some divisions of the part of the country called Scotland, the land is white; and pieces of earth have here been found, so hardened as to tear the knife or chissel, and it has been possible to mark, or write with them, as with chalk; and hence one spot has been denominated Chalk Estate: but the name is founded in error, for the soil is not calcareous, it is argillaceous; and being hardened by the evaporation of its aqueous parts, the earth is rendered white by exposure to the weather. The district of Scotland comprehends the whole of the parish of St. Andrew, and part of two other parishes—the tutelar saint contributing in larger proportion than both the others.

This part of the island is uncommonly picturesque, and comprehends a very grand and interesting variety of scenery. With the rude stupendous irregularity, and the dark shades of the Alps, and the romantic wildness of the mountains of Wales or Scotland, it combines the gentle but lively variety of the soft and flowing surface of England: and, together with these, it offers wide views of the encircling ocean, the shipping at sea and in the harbour, and all the rich luxuriance of tropical vegetation.

The particular spot from whence this part of the island would seem to have derived its name, is raised in rugged cliffs, and broken uncultivated summits, forming a rude contrast to the high fertility of the vallies, and the bottoms of the hills. Neighbouring mountains, yet more lofty than these, barren cliffs, tower around, clothed with rich verdure; and the great variety of the scene is further increased by the umbrageous foliage and diversified tents of Turner's-hall Wood, the most extensive and the oldest forest in the island."

In this quarter of the island there is a "boiling spring," and the bituminous substance called "Barbadoes Tar," is here found distilling from the hills of clay, and issuing from the fissures of the rocks. "So plentiful is it in this part of the country, that it may be procured from any hole dug deep enough to contain water; for when small openings are made in the earth, and water has flowed into them, the petroleum exuding from around accumulates and floats in a thick coat upon the surface. The mode of collecting it is by laying the palm of the hand flat upon the water, and then scraping off the tar, which adheres to it, upon the edge of a basin or a calabash, repeating the dipping and scraping until the surface of the water is entirely cleared of its bituminous coating. After a few days the water is again covered, and more of the tar may be collected in a similar manner." —*Pinckard's Notes on the West Indies*, 1806, Vol. 1st.

This author, Dr. Pinckard, gives a very lively account of the grandeur of the prospect, from the highest point of land in the island, near Mount Hilloughby, which, he says, "would defeat the genius of a Claude, or defy the bold pencil of a Salvator Rosa."

Amongst the natural curiosities of Barbadoes, is an extensive subterraneous cavern, called "Harrison's Cave;" its hidden mouth opens amongst

rocks of a deep narrow gully, between two lofty hills, on the windward coast.

In February, 1813, the latitude of Carlisle Bay was ascertained on board H.M.S. Argo, by meridian observation, to be 13° 5′ N. and the longitude by a lunar observation, 59° 36′ W. by chronometer, 59° 39′; Needham's Point bearing E. b. N. ½ N. 3 miles. Thermometer at noon, 80°.

Barbadoes may be seen in clear weather at the distance of 9 or 10 leagues; the east side is the lowest; to the north, the land is rugged, and broken; along the S.E. side, there is a ledge of rocks, about a mile off-shore; from Needham's Point there is a small reef, with the sea breaking over it. For many leagues to the east of the island the sea is discoloured, although there is not any soundings; probably this may be produced by the waters of the great river Oroonoco, if it be admitted that the strength of its stream is sufficient to reach so far to the north as 90 or 100 leagues. The current, though slight, inclines to the northward, on entering this discoloured water in the latitude of 13° N.

HYDROGRAPHY, PILOTAGE, &c.

IMPORTANT TO MARINERS.

[*From the Boston Advertiser of September the 4th.*]

CAPTAIN WILLIAMS, lately arrived from Martinico, has communicated to us the following information, which he received from the master of the ship mentioned therein, and which was corroborated by several passengers, with whom he conversed:—

"On the 4th of July, the French ship St. Esprit, bound from Marseilles to Martinico, in lat. 14° 37′, long. 64° 18′, 35 leagues distant east from the island, fell in with a chain of rocks about eight feet under water, extending about 500 fathoms from north to south, and being about 100 fathoms broad, and were plainly seen on the bottom from the vessel. According to a sketch given of them by the Captain, they lie somewhat in the form of a half-moon; and the ship running westwardly with a strong wind, got within its horns, and narrowly escaped being wrecked, but made her way out by the south point. This reef, it seems, from its situation, must have been of recent formation, as it is in or near the track of vessels bound to Martinico, and is not known to have been before observed."

PARLIAMENTARY PAPER.

SIXTH REPORT FROM THE SELECT COMMITTEE ON FINANCE.

NAVY.

Ordered, by The House of Commons, *23d June,* 1817.

(Continued from page 320.)

NAVY PAY OFFICE.

NOTHING occurs to your Committee on the various articles comprised in this division of the estimates, which may not be inferred from their previous remarks on other offices, except as to that which stands first on the list. They esteem the salary paid to the treasurer of the navy as much too large, and recommend a reduction on any future appointment to that office, so as to place it on a level, in respect to emolument, with the paymaster of the forces; its present salary being the same as that which would have been lately received by the paymaster of the forces, if the office had been held by one individual. Your Committee think it however but fair to observe, that in the oldest naval estimates extant; *viz.* from 1684 to 1695, while the salaries of the Lords of the Admiralty were, as at present, 1,000*l.* per annum, the salary of the treasurer of the navy was no less than 3,000*l.* per annum; and there is no doubt, that besides his official duties, the treasurer of the navy has been frequently looked to as the person to whom important parliamentary and political business, connected with the naval department, and the general concerns of government, should be confided. Whether these latter considerations will induce the House to continue the salary of 4,000*l.* or to reduce it to 3,000*l.* or any other sum, it is not for your Committee to inquire. They have not in any case considered themselves called upon to enter into political considerations of this nature, and have recommended the reduction herein before proposed, on a mere view of the duties of the office itself, and on a principle of assimilation to the paymaster of the forces.

The means of obtaining wages and prize-money, have been greatly facilitated by the exertions of the present treasurer of the navy, which led to the passing of the Act 49 Geo. III. c. 108, in part repealed and amended by the Act 55 Geo. III. c. 60. Two papers upon this subject in the Appendix, show the amount of prize-money distributed within the last seven years, and a comparison as to the time between the capture and the distribution of prize-money from the year 1795 to the present time.

The whole expense of the establishments in the pay offices of the navy, amounted in the year 1813, to 44,930*l.*; it is this year, to 43,241, being a

decrease of only 1,689*l.* which is certainly much less than your Committee had hoped to have found it, especially as they are informed that no arrear of account exists in this office, with the exception of what is termed "bringing up ships' books and examining extracts." Of these books, a great number relate to matters so long passed by, that no advantage can possibly arise from investigating them at all; and as to others of more recent date, a considerable difference of opinion exists amongst the best informed persons, whether the laborious mode of examination now prescribed by the regulations, but, as your Committee understand, not carried into practice, be proper or not for the security of the public interest.

Your Committee have heard with satisfaction, that a new system has been submitted to the Admiralty, with a view of obviating the expense, difficulty, and what some persons consider, the impracticability, of the old regulations. They trust that the investigation of this subject will lead to the adoption of some more simple and effectual mode; being fully satisfied that any mode will be effectual in proportion to its simplicity and facility of execution.

But whatever system of examination be adopted, your Committee trust that the estimates of the next year will exhibit a considerable diminution in the charges of the establishment of the Navy Pay Offices. The duty of this department differs but little from that of an ordinary banker, and they are therefore perfectly satisfied, that the same number of persons, by which a sum of 22,000,000*l.* was received and paid in 1813, cannot be necessary for the receipt and payment of 6,000,000*l.* in 1817. This observation, however, is liable to the same restriction which they mentioned with regard to the Admiralty Office; namely, that the diminution of business must operate generally to the diminution of the inferior classes in a department, as the higher checks and control can be as little dispensed with in managing a sum of six millions as of twenty-two; but they nevertheless must repeat their hope, that a very considerable reduction in the establishment will be found practicable.

NAVY OFFICE.

Your Committee have deemed it requisite to make inquiries as to the constitution and practice of this Board, by examining the comptroller and one of the surveyors of the navy, to whose evidence they refer for information of considerable importance, as to the state of the fleet and the works executing and projected. Upon these points the remarks of your Committee will find their proper place under the head of The Extraordinary. At present they will limit their observations to the civil establishments of the department.

They are far from being satisfied that so many commissioners of the navy are requisite in time of peace, even with the addition of labour which the transport service has imposed on this department. It appears to your Committee (although a contrary opinion is entertained in the Office), that the three divisions of the General Board, consisting one of four commissioners, and the other of three, might each be reduced to two members,

without inconvenience to the public service, and that the difficulties stated against this proposition are merely technical.

A single commissioner might evidently transact the daily and ordinary business during the temporary absence of his colleague, having the General Board at all times as a resource to advise with in case of emergency or difficulty:—or, if it should be more advisable, the Board might be divided into two committees instead of into three.

The present system has however been established after much deliberation, and after very minute examinations, and very detailed arrangements, made by the Board of Naval Revision. Your Committee acknowledge the importance and value of the general labours of that Board, but they conceive it possible that their recommendations were in too great a degree influenced by the enormous scale of the hostilities in which we were then engaged, without making sufficient allowances for a state either of limited warfare or of general peace. Under these impressions, your Committee recommend a careful examination of this subject, before any future vacancies at the Navy Board shall be filled up.

The number of established clerks in the Navy Office in town was, in 1813, 124, and the extra clerks 60, being 184 in all, with salaries amounting to 34,090*l.* In 1817, the established clerks are 126, the extra clerks 24, total 150, and their salaries 37,475*l.* This increase of expense, notwithstanding the diminution of numbers, arises from the increase of salaries established by the order in council before mentioned of January, 1816.

Your Committee can very well understand, that during the first years of a peace, an addition rather than a diminution of business may take place in the Navy Office; but they have to repeat their hope and expectation, that the time, if not arrived, is approaching, when all the extra clerks of that department may be discharged, and that some vacancies even in the regular establishment will not require filling up.

Your Committee can scarcely imagine, that officers with so high a rank as that of *Secretary*, can be necessary for the divisions of the Board. If any saving can be effected by placing senior clerks in these situations, they conceive that it would be better that the secretary and assistant-secretary of the Board, should be the only persons having the titles, and receiving the emoluments of those ranks.

Your Committee observe, that there is a charge for house-rent to the chairman of the committee of correspondence, and to one of the surveyors, which did not exist in 1813. The explanation they have received on this point, is as follows:—

Although the house rent to the chairman of the committee of correspondence did not exist in 1813 *eo nomine*, there was then a deputy comptroller, with a house and a higher salary. He acted as chairman of the committee of correspondence; but the Lords of the Admiralty, thinking that the expense of his situation might be saved to the public in time of peace, instead of filling up a vacancy which had occurred, gave 200*l.* per annum, as house-rent, to the commissioner who was selected to act as chairman of

the committee of correspondence; by this arrangement, a real saving to the public was effected of 1,000*l.* per annum.

The third surveyor of the navy has been appointed since 1813; and from all the information which your Committee have received, they are inclined to believe, that the duties intrusted to him, namely, that of visiting the different yards, of comptrolling the works at each, and of establishing an uniformity of system, are of a nature sufficiently important to justify his appointment; as by the existing constitution of the Navy Board, the two other surveyors were constantly confined to the committees of correspondence and stores in town, and were therefore unable to carry into the outports, that effectual control and supervision which is essential, not less to public economy than to the due execution of the public works.

It is stated to your Committee, that there was considerable difficulty in procuring a person properly qualified to execute the duties of this most important trust, which besides the general requisites of ability and integrity, demands a practical shipwright's education, and a proficiency in the science of naval architecture. The master-shipwright of one of the yards has been therefore always selected for promotion to the rank of surveyor; but when it is recollected that the salary of that situation is 720*l.* per annum, with a house in the dock-yard, the third surveyor would, in fact, be worse off when obliged to live in London, as a commissioner of the navy, and without a house or an allowance for house-rent, than he was before his promotion, when living in the dock-yard, and in the unexpensive style compatible with his former station and habits.

[To be continued.]

OFFICIAL LETTERS OF JAMES DUKE OF YORK,

LORD HIGH ADMIRAL IN THE REIGN OF CHARLES II.

[Continued from page 323.]

WHEREAS several doubts and disputes do frequently arise concerning the vending of cloaths in his Majesty's ships; as also the seamen of his Majesty's fleet are very much abused by the corrupt practices of slopsellers and pursers, in the vending of the said cloaths according to the manner now used, without any restriction as to their sorts, proportions, and prices; I have thought fit, in order for the preventing of the said doubts and disputes, and for remedying of the said abuses for the future, to establish the following instructions to be observed in the vending of cloaths on board his Majesty's ships: and do hereby require you to take care that the said instructions be duly and punctually observed accordingly; and that the same may be published on board his Majesty's ships, to the end the parties concerned may not plead ignorance therein.

Instructions to be observed in the impresting or vending of Cloaths on board any of his Majesty's Ships.

1st. That the several kinds of cloaths, *viz.* Monmouth caps, red caps, yarn stockings, Irish stockings, blue shirts, white shirts, cotton waistcoats, cotton drawers, neats leather flat-heeled shoes, blue neckcloths, canvas shirts, and rugs; and these alone be permitted to be sold for the benefit of those seamen that shall want them.

2d. That before any of the said cloaths be sold on board any of his Majesty's ships, the prices therefore be rated by the captain, master, and boatswain and gunner thereof, or any three of them; which at the highest valuation ought in no wise to exceed the rates hereunder mentioned :—

	s.	*d.*		*s.*	*d.*
Monmouth caps, each	2	6	Cotton drawers, per pair	3	0
Red caps, each	1	1	Neats leather shoes, per pair	3	6
Yarn stockings, per pair	3	0	Blue neckcloths, each	0	5
Irish stockings, per pair	1	2	Canvas suits, each	5	0
Blue shirts, each	3	6	Rugs of one breadth, each ..	4	0
White shirts, each	5	0	Blue suits, each	5	0
Cotton waistcoats, each	3	0			

3d. That upon no pretence whatsoever, the vender of the said cloaths shall exact any greater price, than shall be stated by the captain, master, boatswain, and gunner, as abovesaid.

4th. That as often as the principal officers and commissioners of his Majesty's navy shall see cause, they shall set or alter the rates upon the aforesaid mentioned cloaths and goods, according to which they shall be vended for that year, or longer, unless altered by their order.

5th. That none of the said cloaths be permitted to be sold to any of the ship's company, till they have served two full months from their entrance into sea wages, and then not above the value of ten shillings, and rateable every two months, ten shillings more to the end of the voyage.

6th. That no tobacco, strong waters, nor other such like commodities, be sold, nor any debts for the same, or other old scores be inserted in any certificate to be paid as cloaths, or under the pretence of cloaths, at the peril of the commander, master, boatswain, or gunner, that shall sign the said certificate.

7th. That no payments be made to, nor moneys collected by the venders of the said cloaths, treasurer, or his pay-master, nor any others for their use, without a certificate under the hands of the captain, master, boatswain, and gunner, of the respective ships, or any three of them, specifying the several kinds of cloaths sold, the quantities of each kind, parties to whom, and the total sum due from each party.

8th. That at the discharge of any man that hath been intrusted with cloaths, the purser to take care, at his peril, to set apart upon the ticket of that man (in words, and not in figures), the total sum intrusted; and at the end of every voyage, to specify in the margin of his sea-book, for the treasurer and the rest of the officers and commanders, each man's particular debt for cloaths, that so the same may be defaulked by the paymaster accordingly.

9th. That no debts whatsoever, inserted by the purser, either upon his sea-book, or mens' tickets, other than for cloaths, and the kinds of cloaths hereby tolerated to be sold, shall be stayed from poor seamen by the treasurer, or his paymaster, upon no pretence whatsoever, upon their perils.

10th. That the said cloaths be supplied by the vender as abovesaid, to such only as shall appear to the commander and other officers of the ship, to be in present want thereof, and to be sold always above decks, at the main-mast, before the said captain, officers, and the whole ship's company.

11th. That the cloaths of any seaman dying in his Majesty's service be sold in manner aforesaid, and reckoned as part of the proportion hereby allowed to the seamen who shall buy the same; the proceeding thereof to be stayed by the paymaster at the pay-table, and by him forthwith accounted for, to the executors or administrators of the person deceased, upon the purser's certificate of the sum charged on the sea-book; who for his care in attending and charging the same, is to expect the consideration hereunder provided in other cases, and no more.

12th. That the venders of cloaths shall allow to each purser twelve pence upon every pound, for issuing his cloaths, and keeping his accounts; and no other fees or defalcations shall be exacted or required for the same.

13th. That if any difference shall arise between the purser and slop-seller, or that the slop-seller shall, for any reasons known to himself (or that the purser, presuming that the slop-seller can employ no other, obligeth him to any disadvantageous terms), be unwilling to put his goods in the purser's hands, it may be permitted him to entrust them with the master, or any other officers in the ship. Given under my hand, at Whitehall, the 26th of March, 1663.

To the principal Officers, &c. *James.*

Whereas the governors of the mistery and commonality of barbers and chirurgeons of London, have presented their humble petition unto me, wherein they pray, that according to their ancient privileges of placing chirurgeons in his Majesty's ships (and viewing and approving the chests), no chirurgeon may be appointed to sea in any of his Majesty's ships, unless examined, allowed, and approved of by themselves: upon consideration had of the said petition, I think fit to direct, that from henceforward, no chirurgeon be received to serve in any of his Majesty's ships, who hath not been approved of by the masters and wardens of Chirurgeon's-Hall, and their chests viewed by them; provided that no persons be by the said masters and wardens appointed to go chirurgeons, or their mates, in any of the King's ships, but such as have served their apprenticeship to a chirurgeon. And you are hereby required to take care that this order be observed accordingly. Given under my hand, the 1st of April, 1663.

To the principal Officers, &c. *James.*

[To be continued.]

NAVAL LITERATURE.

A Treatise on the Science of Ship-Building ; with Observations on the British Navy ; the extraordinary Decay of the Men of War ; and on the Causes, Effects, and Prevention of the Dry Rot ; also, on the Growth and Management of Timber Trees ; the whole, with a view to improve the Construction and Durability of Ships. By Isaac Blackburn, Ship-Builder, Plymouth. 4to. pp. 200. James Asperne, Cornhill, 1817.

(Concluded from page 242.)

WE shall now proceed, agreeably to our stated purpose, to extract from the remarks of Mr. Blackburn, on the rapid decay of our men of war. On this subject many of our Correspondents have already treated, with a laudable anxiety to obtain an active attention to it from the naval department of the state ; and indeed much less than has been said we must suppose has been sufficient to excite there an alarm for its consequences. The remarks of Mr. Blackburn are so many and so plausible, that in commencing we know not where to end, short of the whole, or how to select the best where all seem alike important :—

" No subject," says Mr. Blackburn," can be deemed of greater national importance, nor any which at this time more imperiously demands attention, than the present state and condition of our navy.—The rapid decay of our men of war, and the consequent enormous expense of upholding a navy so prodigious, is a calamity to be deeply deplored, particularly at this time of financial difficulty.

" It is an alarming truth, that our ships have become more subject to decay of late years than at any former period ; more so even than they were about two centuries ago.

" On considering the matter minutely it will appear, that the calamity in our time has arisen from a variety of causes, but chiefly from the condition and quality of the materials with which the ships have been built. The number of our ships has been doubled within these few years. The pressing wants of the navy during the late war, was with difficulty provided for by any means. There was no choice in the quality of the materials. The misunderstanding with the Northern Powers of Europe obliged us to resort to our American colonies for supplies ; and the materials from thence have unfortunately been found of a most perishable nature ; but what is still further to be deplored is, that those materials have not only themselves rotted, but have communicated decay to timber of greater natural durability, and caused to rot, with themselves, immense quantities of our British oak.

" The recourse to our own colonies was certainly an unavoidable alternative ; and, indeed, putting the quality of the materials out of the

question, it must be allowed to be a wise policy, to have recourse to our own colonies for supplies, in preference to the markets of foreign powers.

"Our country, at an enormous expense, has, with these perishable materials, made a mighty effort to accomplish its future and permanent prosperity, and has succeeded most triumphantly. Let it not, however, be said, that the British navy, riding triumphant on the ocean, is in a perishing condition. The means of our naval superiority must not, cannot, be lessened. Our utmost care and attention should now be given to put our ships in a sound condition, and to preserve their duration by a steady, wise system at the least possible expense, and to investigate most minutely *every cause* of the unprecedented decay in our ships. When we witness the same description of materials to last so much longer in merchant vessels than in our men of war; and the same description of materials, when used in houses and public edifices, to be of much greater durability, it would appear that there must be causes, both various and peculiar, for the present decay of our men of war.

"Before entering particularly into the various causes, it may be proper briefly to advert to them. Experience has long shewn, that ships, constructed with a mixture of timbers, have been of a shorter duration. It always happens, that the materials which goes first infects and destroys those in contact with them. The oaks of North Europe being of quicker decay, will destroy our own native oak, when used in contact therewith, in one-third of the time of its own natural durability, or when used by itself. The oak and fir of Canada is still more perishable in itself, and more destructive to our native oak, than even those of North Europe. By looking to the history of the French marine it will be found, that the use of the timber from Canada, while that country was in their possession, proved destructive to their ships also. The decay of our own navy was certainly never so great before these materials were introduced into the ships.

"But our native oaks have undergone a change; acorns from abroad, particularly from America, have been sown in this country. The landed proprietors find it more advantageous to use them, because of their producing trees of a quicker growth than the oak from the native acorn. The timber from foreign acorns has become now of a fit size for ship-building, and much of this spurious material has been used under the denomination of English oak.

"The materials are also used in an improper state, as will be pointed out hereafter. And timbers taken out of old ships are frequently used again in repairing and building new ships: and such old timbers, it is to be feared, are often infected (though invisibly) with the dry-rot. There is also introduced, timber unseasoned, which, being afterwards closely pent up in the ships in stagnant air, their vegetable juices become putrid and corroding, and produce rapid decay. The sap on the edges and sides of some of the timbers and planks in the ships being left on, the fringe is introduced; and this, after destroying the sap, commences its destructions on the heart of the timber. Boiling plank and thick stuff in water, in order to make it supple and pliable to bend to the timbers of the ships, is not

only highly injurious to the materials, from the fibres of the wood being over distended and weakened by the boiling water, but leaves it in a more porous state, and more open to the admission of putrid matter from the damp stagnant air in ships, which generates decay:—a preferable mode will be shewn. The use of iron for bolts and nails, has also a very pernicious effects in our ships; the acidity of our oak, and the salt of the sea-water, both corrode the iron: and the wood around the iron decays in consequence. The Romans did not, formerly, nor do the Chinese now, use a particle of iron in constructing their vessels. The use of pitch and tar in ships, is exceedingly injurious to the iron and copper to which it attaches. In the East Indies, at the Brazils, and in China (the vessels of which countries are of the most durability), neither pitch nor tar is used, but other compositions far preferable, some of which are easy to be obtained.

"Painting the interior of a ship below the upper deck, has a most destructive tendency; it prevents air from entering the pores of the wood, and moisture from evaporating through them. Thus, the wet and damps being pent up by coats of paint, undergo a change, turn putrid and corrosive, and decay is the inevitable consequence. Paint and putty, applied in those parts of the interior of a ship which are not exposed to the weather, can be but of very little utility, and is, moreover, a great expense. The want of a free circulation of fresh air through every part is materially injurious: the timbers are sawed die square, and put so close together as to exclude its admission: there should be no more of flat surface of timber against the plank than absolutely needful for the fastening; the edges of the timber should be rounded off, and the timbers placed further apart to give more space for the admission of air; for air must be considered of the utmost importance to the durability of ships. The practice of introducing and caulking fillings on the flat below, between the floors and futtocks, prevents the course of water through the openings: by the rolling of the ship the water would create a constant agitation of air in the frame, and tend greatly to preserve the timber: nor do these fillings so fully answer the purpose intended; an improvement could be made, whereby they would answer better, both for safety and circulation of air, as will be mentioned hereafter. The exhalations from bilgewater, when ships are not pumped out frequently, are extremely noxious: pure water let in often has a very salubrious tendency, both with respect to the ship and the health of the crews; hence why leaky ships are found to be so sweet and healthy. The fœtid air from the warm breaths of a numerous crew, and from the filth and dirt below, the closeness of the different store-rooms and cabins, and the want of a circulation of pure air, operates most destructively on our ships; and the wet pent up in the timbers in foul stagnant air changes its nature, and fills the pores of the timbers with putrifying and corrupt matter, and brings on that most fatal of all causes of the decay of our ships—the dry-rot.

"Another cause of lessening their durability is that of their having been built without shelter, exposed to rain, the heat of the sun, and to piercing winds, all which are highly prejudicial. In Sweden, Venice, and some-

times at Brest, they build their ships under covering; which on every consideration, whether in respect to the materials or workmanship, is extremely important. The Venetian ships of war are built under sheds supported by walls on each side, admitting only a moderate current of air. They also preserve their ships under cover, under which some of them have been known to remain near sixty years; when the timbers have been found to be shrunk only, but without any marks of decay.

"Nor is there that care taken sometimes in the fair use of our ships; they are frequently suffered, when abroad, to continue leaky in their upper works, because the paint work should not be disturbed, and the ship disfigured by fresh caulking. The consequences of such neglect are injurious in the extreme (particularly in hot climates); for the rain-water penetrates the seams of the plank, and lodges between the timbers and the plank, by which decay quickly ensues.

"The altered nature of the service is another cause of hastening the decay of our ships; for since the practice of coppering (which has not been generally adopted above forty years), the ships are enabled to continue abroad for three or four years without the necessity of coming home to be docked. By remaining out so many years in hot climates, without the crews and stores being taken out, or the ships cleared of filth, and purified of stagnant and putrid air, decay takes its course without interruption. Before the practice of coppering our ships was introduced, they were obliged to come home more frequently to go into dock: and being then discharged of their crews, and the timbers cleared of filth, and laid open and purified, the condition of the ships became renovated, and their durability promoted.

"But of all the causes which have produced the most rapid decay of our ships, not one has proved so fatal as the dry-rot. It may be compared to a mortification in the human system, as requiring immediate amputation; for the consequences of the dry-rot cannot be averted, but by removing at once all the parts infected: without this remedy decay makes its progress throughout the ship. The causes of this dreadful destruction are various; sometimes it arises from putrid matter, forming in the pores of the wood, either out of the natural juices, or from water imbibed: some kinds of timber have a natural tendency to the dry-rot; other timber, though excellent in quality itself, is liable, from being used in an unseasoned state; for unless the vegetable juices are exhaled by gentle warmth, and carried off by a moderate current of fresh air, the seeds of corruption generate in the wood spontaneously. The dry-rot may also be communicated to a ship, by introducing materials already infected; and this, it is to be feared, has often been done, by using timbers which have been taken out of old ships, in repairing and building others. Nothing, indeed, is more certain, than that wood, decayed by any description of rot, placed in contact with that which is sound, will hasten the destruction of the latter.

"Other causes of the dry-rot arise from the texture of the wood being injured. Timber that is water-soaked, being exposed to hard and long frosts, the pores of the wood become over-distended, and in that state

remaining fixed, the elastic adhesiveness of its fibres, and their power of contraction, are destroyed. Timber in that porous state being afterwards confined in damp stagnant air, the interstices fill with putrid corroding matter, and dry-rot ensues, as will be exemplified hereafter. Other causes of the dry-rot are—saw-dust, and other filth, left in the joints of timbers: the want of a circulation of fresh air, to prevent the damps arising from the immersed part of a ship becoming putrid from foul air, and the warm breaths of so many men, and from the effluvia from the stores and provisions on board. All these, together with other circumstances, combine to cause and accelerate the dry-rot.

"When once the dry-rot has taken place in a ship, its fatal effects cannot be prevented, but by taking out all the parts infected. The experiment now trying, with this view, by sinking ships infected with it in salt-water, for some months, may, possibly, retard its progress for the time; but, by the operation, the texture of the wood with which they are built will be injured, by being so long water-soaked; and the ships afterwards, if in active service, become at once more extensively subject to its destructive effects, than before. The fastenings also will receive material injury. And, above all, great danger is to be apprehended to the health of the crews, and damage to the provisions and stores on board, from the damp state in which such ships must be in, for a long time after being taken out of the water. Houses, built with stone or mortar, saturated with salt-water, will continue damp for years; and, without almost constant fires, furniture, linen, silks, &c. &c. will be continually damaging, from moulder, rust, and mildew.

"Considering the different causes of the decay of our ships; it will be seen, that their durability depends upon—the natural quality of the materials with which they are built; the condition of those materials, when used; the care taken in building the ships; and the treatment of them while in service.

"Many observations present themselves, in regard to the nature and quality of timber. Trees, with small sap-vessels, are of slow growth, of close grain or texture, and of great durability. The closer the texture, the harder the fibres; and those trees, with large sap-vessels, are of quick growth, of an open, porous, or spongy grain, and of little durability. In most cases, the natural durability of timber may be judged of, by the size of the sap-vessels; for trees can only be considered vegetables of a larger growth, obtaining a superior size by the same means, heat and moisture, the grand stimulus of vegetation. The fibres also, of wood, are of different texture, some being harder than others; this is visible enough in old furniture, where the softer fibres have been rubbed away, and the harder ones left in ridges. And there is a perceptible gradation in the substance of trees—from the hardest to the softest fibres, next to the sap; and, lastly, to the juices; similar to the bones, the flesh, and blood of animals. There is a like gradation in the durability of the several parts of wood: the hard parts endure the longest, and the soft go first to decay.—The vegetable juices in trees form a large proportion of their substance; for, when those juices are absorbed from a green oak, it loses nearly half its weight.

"In different climates, trees are of a different nature. In cold climates, the timber is chiefly resinous, to resist and protect it from intense frosts; witness the whole tribe of pines. Under the torrid zone, where trees grow up, and are hardened by the hottest rays of the sun, they are protected from the scorching heat by the closeness of their texture; such, for instance, are the hard woods of the Brazils, the Havannah, the Floridas Terra Firma, on the banks of the Amazon and Oroonoko, at Guayaquil, Baldivia, and the East Indies. Other trees in those climates, when of a porous and open grain, are found to be oily and odoriferous; and this, to protect them equally from the heat and putrefaction in hot pestilential situations. Such are the teak, of Batavia, of Bombay, Bengal, and Pegu; the Santalum, also, of Malabar; the cedar of the Japanese, of Cuba, the Floridas, and the Bermudas.

"In climates, where the extremes of heat and cold alternately prevail, resinous trees abound still more with turpentine, than in those parts where the extreme of cold only is felt; whereby they have always a sufficient quantity to protect them from the intense frost, notwithstanding the exudence of such of its turpentine from the heat of the sun. Such is the pitch-pine tree of the southern states of America, the spongy substance of which is saturated with turpentine, not only to guard it against the extremes of heat and cold, but also from the quick transitions of those extremes, occasioned by the sudden shifting of the wind, from the sultry south, to the cold north-west; and in these parts the oak (the live oak) abounds with oil; nature commonly affording peculiar and proper sustenance and protection to trees, correspondent to the climate.

"It must be further observed, that the timber of but few trees will last so long out of, as in its native climate. Timber grown in the northern regions abounding in turpentine, when afterwards exposed to the excessive heat of the torrid zone, the sun drawing out the turpentine, it dries up, and perishes, from the loss of its natural preservative; and, indeed, most of the European woods rend and dry up under the torrid zone, being commonly too soft to withstand the excessive heat.

"The timber grown in hot countries, which, with care, endure for ages in its natural climes, if brought into the northern regions, and exposed to intense frost, do not last. The fibres of the timber, when water-soaked, become expanded, and over-distended with frost; and these ungenial operations being frequently repeated, occasion the timber, at length, to lose that firm adhesive state of its fibres; which, being forced into a porous state, becomes subject to dry-rot.—Intense frost acting upon timber, not of a resinous nature, even of the growth of the northern regions, occasions it to become porous, and of a soft texture; and, consequently, such timber of these latitudes, as is not resinous, is commonly of little durability: hence, why the oaks, the elms, the beech, and the birch, of North Europe, so soon decay. Trees also growing in poor soils, which obtain their nourishment, and draw their sap and life rather from the air and water, than from the earth, are commonly shaky, being shook with the frost and wind. Those trees of the temperate zone, which grow where the frosts are not so intense, are generally of a more compact texture, and of greater durabi-

lity: such is our British oak. And those which grow where there are no frosts, and under the hottest rays of the sun, are of the closest and hardest texture, and of longest durability in their own native climate.

"All trees have a cause of destruction. The stupendous teak tree, if left to its fate, is devoured by white ants; the majestic oak, sooner or later, falls a sacrifice to the worm, or to the fungi. Time never fails to answer the purpose of nature. The decay of the timber of trees, in general, commences, and its progress continues, according as the fibres of the wood become divested of their natural tenacity, adhesiveness, and organization. This is occasioned by the alternate effects of wet and dry, when exposed in the open air (the wet swelling the soft fibres, which workmen call raising the grain, and the dry separating them), sometimes by the effects of heat and moisture combined, when in stagnant putrid air. The effect of intense frosts on vegetation, and on all substances, is, perhaps, the most insinuating, irresistible, and powerful of any, which operates on the texture of bodies. By frost, roots, fruits, and vegetables, are decomposed, and turned to corruption; young trees also are frosted; even stones and rocks become severed; scarcely any thing resists the force of frost, and its insinuating effect; glass becomes brittle; the strength of iron paralized. In short, frost has the power of steam or gunpowder; and heat and cold would appear as relative powers, varying in force, according to the intensity of either, from the medium degree, and both penetrating into substances in the same manner: for instance, a cannon, if filled with water, and the water securely confined therein, will burst, upon being exposed either to excessive heat, or intense frost. It cannot, therefore, appear extraordinary, that wood, when the pores are soaked and expanded by water, should be thus injured by the powerful and irresistible force of intense frost. Even water, of itself, has great power to swell and expand the pores of wood; insomuch, that if a weight is placed on a piece of dry wood, and the wood afterwards wetted with water, the weight will be raised, by the power of the water insinuating itself into the interstices of the wood; and the fibres of a piece of timber, powerfully expanded by water, being afterwards operated upon by the additional force of frost, becomes still more overdistended. The timber, thus water-soaked, may be said to be almost in a mucilaginous state, and the frost to operate upon it, in a measure, as on potatoes, and other roots. By frequent exposures to wet and frost, the contexture of the wood becomes divested of its natural adhesiveness; and by remaining saturated, and in a frozen state, during a long winter, the pores become so fixed, in an expanded state, as never to contract themselves again.

"There are various other causes of the texture of wood being destroyed, such as by bruises. A bruised place in timber will go to decay sooner than any other part; in like manner, as a brused place in fruit will do. Sawdust, therefore, is very liable to decay; and, if left in a ship, between the joints of timbers, in damp stagnant air, will cause dry-rot. Moreover, trees abounding in turpentine, being tapped and drained thereof, become excessively porous, and the fibres lose their natural connexion with each

other; and the pores being filled with putrid matter, by being pent up in a ship, perish with dry-rot. Pitch-pine timber, from America, the substance of which is chiefly turpentine, when drained thereof, commonly decays in this way.

"The Rhine oak, brought down that river from the forests, in large rafts, remaining for months soaked in water, and afterwards landed and exposed to intense frost, sustains very material injury; the fibres of the wood being expanded in so powerful a degree, lose their natural texture, and remain porous; and the water it imbibes, changing its state, and becoming corrosive, dry-rot ensues. The men of war, built in the late war by the French, at Antwerp, with the Rhine oak, were found by us in a state of decay from the dry-rot; some of them even while building.

"The Canada oak and pine is also transported down the river St. Lawrence in large rafts, continuing many months in water, and in that saturated state landed there, and exposed to long and intense frost, by which the same consequences happen as to the Rhine oak. Much of the Canada timber is in an early stage of dry-rot, when landed in this country: every attempt with a view to season this timber afterwards under cover, is but of little consequence; the pores never close again, and the timber being introduced in this porous state into our ships, the pores become filled with moisture from wet and damp, and being confined in stagnant air, turn corrupt and corrosible, and dry-rot takes place. Most of those of our ships which are now, and those which were infected with the dry-rot the late war, have either been partly built, or partly repaired, with materials from our North American colonies.

"The oaks of North Europe are naturally very porous, and absorb much water; and these laying in the dock-yards abroad, exposed to heavy rains, and long intense frost, incur the like consequences as the Rhine and Canada timber. Both the Dutch and the Danish men of war are but of little durability. On the other hand, those ships built entirely and exclusively of wood grown up and hardened by the hottest rays of the sun, and never exposed to frost, are very rarely known to have the dry-rot, except the trees are cut down when too young.

"Various have been the opinions as to the cause of the dry-rot: some have supposed it to arise from an insect; but this cannot be, for nothing of the kind can be discovered with the strongest magnifying powers: some have imagined the dry-rot to be a vegetable substance, arising from the vegetation of the juices in the timber; but this is also difficult to conceive, for the plank and thick stuff used in men of war is boiled in salt-water for many hours, to make it supple, to bend to the timbers, and any vegetating principle must be destroyed thereby; and we find the plank and thick stuff so boiled, is as commonly destroyed by the dry-rot, and as soon as any other part.

"Some also have made a distinction between the wet and dry-rot; but, on investigation, there does not appear to be any such difference; generally speaking, they are commonly both of the same nature, and are equally rapid in their destructive effects. A piece of wood destroyed by the wet-

rot will, when dried, have the same appearance as if destroyed by dry-rot, excepting only that the former will have rather a darker colour than the latter. It frequently happens in a ship, that the lower end of a timber is destroyed by wet-rot, and the upper end by dry-rot; the only difference is, that one part has more moisture than the other, owing to the moisture setting more toward the lower end, and a regular gradation may be perceived in these cases, in the colour of, and humidity in, the timber. Considering the various appearance, and the different circumstances attending the destruction of timber from dry-rot, it would appear that a more appropriate name might be found for this decay of timber, than that of the dry-rot—the Danes call it the fire.

"Although the decay of timber from dry-rot differs from the usual decay in its progress, the effect is the same: a decomposition, or dissolving of the fibres. Almost every description of timber is liable to dry-rot; either from its nature, its condition, or from infection. Timber unseasoned, diseased timber (such as oak when foxy, druxy, and with white rush), very young timber, and timber whose texture has become fixed in a porous state by long frosts, or become porous by improper management, are liable to it from their condition. Sound, full grown timber, properly seasoned, is liable to it from infection; and in this instance it may be truly termed a premature breaking up of the constitution of the timber. In some woods the dry-rot is the natural decay of the timber, such as the black birch of New Brunswick, and the pitch-pine of Carolina.

"The same causes which accelerate the dry-rot in one species of timber, will accelerate other description of decay in other timber; thus damp stagnant air, which promotes common decay in sound seasoned timber, will also promote the dry-rot in unseasoned or unsound timber (which has the seeds of corruption in itself), as well as in timber naturally subject to it; and also in timber liable to it, from being in a porous state, and imbibing water. The same woods decay differently, according to the situation and circumstances. Sound seasoned oak, if *by itself*, will decay in the natural manner gradually; but if placed in contact with another kind of wood, which decays quicker and differently, the former will also decay quicker, and by the same process as the latter. The natural decay varies in different timber; black birch and pitch-pine by the dry-rot; some of the elms and birch in a very similar way; the English oak, when properly seasoned, and the hard close grain woods of the torrid zone, by gradual decay. In all cases, the more porous the wood, the more rapid the decay (excepting only such of the porous woods as are of an odoriferous nature, which in consequence of that property resist putrefaction).

"The species of the dry-rot varies in different woods according to the nature of its sap juices, and to that of the putrid corrosive matter left in its interstices, by imbibing water: it is often like a reddish powder: frequently a fungi appears, of a yellow cast, firm and large; but it is most commonly in the form of a whitish film, spreading out like cobwebs, interspersed with white particles in the pores of the wood; sometimes it is

putrid matter or substance, formed from the juices or moisture in the pores of the wood, turned to a corrosive property by foul stagnant air. The cause of the dry-rot in unseasoned timber arises from the putridity and corrosiveness of its sap juices. Again, in timber whose texture remains open and fixed in a porous state, having lost its tenacity, or power of contracting its fibres, from being over-distended by long frost, the cause of the dry-rot is, its imbibing water, and the water changing its natural quality from being pent up in the pores in foul stagnant air, and filling the interstices of the wood with putrid corrupt corroding matter, produces rapid destruction to the timber; and in this manner the dry-rot takes place in Canadian timber, and in that from North Europe. The cause of the dry-rot in our English Oak, as it is usually seasoned, is from the mode of seasoning it. It is left in a porous state, when the juices are all dryed from it, and the pores afterwards imbibing wet in the ships, it corrodes and destroys it.

"When the dry-rot is communicated to a sound piece of timber by infection, it assumes various appearances, and also varies in its different stages of destruction. Near the sound part of a piece of timber upon which it has operated by infection, a stain is to be observed, with here and there a whitish speck. A little further from the sound part, the stain becomes darker, and somewhat resembling white threads, as fine as cobwebs, extend themselves along in the pores of the wood; afterwards these threads become larger, so as to fill up the pores; and lastly, the adhesive connexion of the fibres of the grain of the wood being destroyed, and separating and getting filled up with a thin white film, the destruction is completed. The dry-rot in this instance may be compared in its progress and effect to a mortification in the human system. In places occasionally open to air, its destruction is much slower than in confined places; but damp situations, where there is warm stagnant air, always contribute most to the destructive operation of the dry-rot."

Mr. Blackburn then proceeds to the management of timber trees, and the proper mode of bringing the materials into use for ship-building, and how to procure a supply of those of the best quality—with precautions in the building of ships, and in the care of them while in use; thus, illustrating his theoretical remarks by practical suggestions, he has rendered his work in an eminent degree useful, and entitled to the patronage of all classes of naval men especially. On all the subjects treated upon, Mr. Blackburn evinces much practical knowledge and sound theoretical judgment, delivered in clear and perspicuous language, and has laid down principles which, in those subsequent editions which we have no doubt will be demanded, the ingenuity of Mr. Blackburn may ramify into a system of Ship-building, that will claim the highest rank of its class.

TOULON HARBOUR.

Plate CCCCXCVIII.

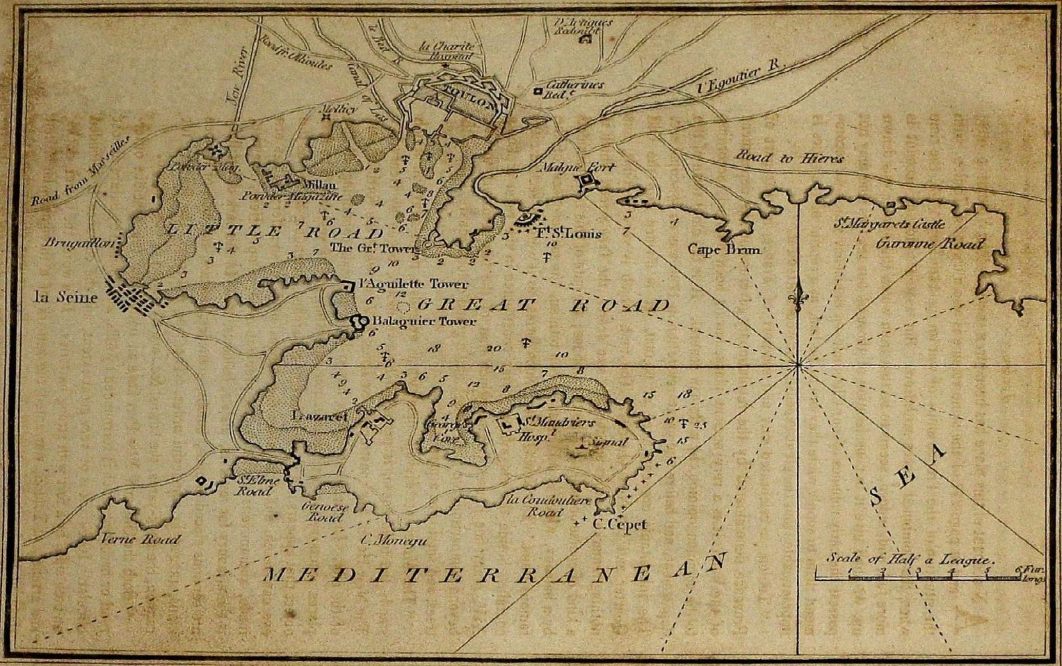

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PLATE CCCCXCVIII.

Toulon.

AN account of this place has been given in our Second Volume, p. 403; and at page 297 of the same volume is also a chart of Toulon, with the situation of the French ships of war on the 18th Dec. 1793, the time when the combined forces withdrew. But as the following account is more full, and, indeed, seems to be that from which the former was drawn up, we shall give it in consideration of those of our readers who may not possess the early volumes of our Chronicle—a deficiency which we recommend them to supply while they are to be had, as a reprint of the series is impracticable from the great expense that would attend it.

"Toulon, a celebrated city and sea-port of France, in that part of Provence denominated by the revolutionary government the department of the Var. It is a very ancient place, having been founded, according to the common opinion, by a Roman general. It is the chief town of the department, and before the great revolution in 1789 was an episcopal see. The inhabitants are computed at 80,000. It is divided into the Old Quarter and the New Quarter. The first, which is very ill built, has nothing remarkable in it but the *Rue aux Arbres*, the Tree Street, which is a kind of course or mall, and the town-house; the gate of this is surrounded by a balcony, which is supported by two termini, the master-pieces of the famous Pujet. The New Quarter, which forms, as it were, a second city, contains, beside the magnificent works constructed in the reign of Louis XIV, many fine houses (among which that of the late seminary merits, beyond comparison, the preference) and a grand oblong square, lined with trees, and serving as a parade.

"The Merchants' Haven, along which extends a noble quay, on which stands the town-house, is protected by two moles, begun by Henry IV. The New Haven was constructed by Louis XIV, as were the fortifications of the city. In the front of this haven is an arsenal, containing all the places necessary for the construction and fitting out of vessels. The first object that appears is a rope-walk, entirely arched, extending as far as the eye can reach, and built after the designs of Vauban: here cables are made, and above is a place for the preparation of hemp. Here, likewise, is the armoury for muskets, pistols, halberts, &c. In the park of artillery are cannons placed in piles, bombs, grenades, mortars, and balls of various kinds, ranged in wonderful order. The long sail room, the foundry for cannon, the dock-yards, the basins, &c. are all worthy of observation.

"Both the Old and New Port have an outlet into the spacious outer-road or harbour, which is surrounded by hills, and formed by nature almost circular. Its circuit is of very great extent, and the entrance is defended on both sides by a fort with strong batteries. In a word, the basins, docks, and arsenal, at Toulon, warranted the remark of a foreigner who visited them in the late reign, that "the king of France was greater there than at Versailles." Toulon is the only mart in the Mediterranean for the re-exportation of the products of the East Indies,

"This place was destroyed toward the end of the tenth century, and pillaged by the African pirates almost as soon as re-built. The constable of Bourbon, at the head of the imperial troops, obtained possession of it in 1524, as did Charles V. in 1536; but in the next century Charles Emanuel, Duke of Savoy, could not enter it, and Prince Eugene, in 1707, ineffectually laid siege to it. This city was surrendered by the inhabitants, in September, 1793, to the British Admiral Lord Hood, as a conditional means of enabling them to effect the re-establishment of monarchy in France, according to the constitution of 1789. Lord Hood, accordingly, in conjunction with the Spanish land and naval forces, took possession of the harbour and forts in trust for Louis XVII. It was garrisoned for some time by the British troops, and their allies the Spaniards, Neapolitans, and Sardinians; but the French, having laid siege to it, the garrison was obliged to evacuate the place in the month of December following, after having destroyed the grand arsenal, two ships of 84 guns, eight of 74, and two frigates and carried off the Commerce de Marseilles, a ship of 120 guns, with an 80 and 74 gun ship. This exploit was most gallantly performed, after it was found impossible to defend the town or to carry off the ships. Lord Hood entrusted the management of the affair to Sir Sidney Smith, so distinguished for his intrepidity. Captain Hare commanded the fire ship which was towed into the grand arsenal; and so eager was he to execute his orders, that instead of setting fire to the train in the usual cautious manner, he fired a pistol loaded with powder into the bowl of the train, composed of 36 pounds of powder and other combustibles. The consequence was, he was blown into the water with such violence as to knock a lieutenant of the Victory's boat overboard, and narrowly escaped with his life.

"A Spanish captain was appointed to set fire to the small arsenal, but cowardice prevented him from executing his orders; and this is the reason why the whole of the French ships was not destroyed. We have been favoured with this account by an officer of the British fleet.

"Toulon is seated on a bay of the Mediterranean, 17 leagues south-east of Aix, 15 south-east of Marseilles, and 217 south-east of Paris. E. long. 5. 37. N. lat. 43. 7.

NAVAL HISTORY OF THE PRESENT YEAR 1817.

(October—November.)

RETROSPECTIVE AND MISCELLANEOUS.

THE melancholy retrospect of this ill-starred month presents us in the Death of our amiable young Princess, a subject of most painful contemplation. We will not, in the language of extreme panegyric, say, that she was too good for this world, and therefore taken to a better; for to the station which her Birth assigned her her virtues were necessary, had it been the will of Providence to have continued to us the blessing—But she is gone! and the hopes of the nation have suffered a most severe shock. That activity of spirit which seemed on all occasions to have been benevo-

lently exerted, must have rendered her a beloved Sovereign—and although she could not have possessed the power, she might in many respects have auspiciously evinced the spirit of an Elizabeth. The disposition of a British Monarch is, under the present form of the British Constitution, of less *absolute* consequence—but there was good ground of assurance, that as far as her inclinations could have swayed, she would have been a popular Sovereign.

The lineal succession has been disastrously affected, and the policy of the State in that respect becomes a subject of fresh consideration.

To advert to affairs of minor consequence: the death of the late Dey of Algiers is stated in the French paper as the consequence of popular superstition; that the late bombardment, and the present plague, were owing to his having been born under the influence of an unfortunate star, and therefore he was not thought fit to live; and that his successor, Ali, whom with all the fondness or flattery of an interested friendship, they describe as of agreeable appearance, pleasing manners, and *learned* withal, has manifested the most friendly disposition towards all nations, with whom he has declared that he wishes to live in good intelligence.

Whatever truth there may be in the former part of the above account, the following intimation staggers our faith in respect to the latter:—

By the Lisbon mail, we have intelligence from that city down to the 5th instant. A public notice had been posted up by the Board of Health, communicating a letter from the Portuguese Consul-General at Gibraltar, which it had received.—This letter sent by express, states, that on the 25th of September, the Algerine squadron, consisting of a polacre, corvette, three brigantines, and two schooners, sailed from Algiers, for the purpose of cruising against the Hamburgh and Prussian ships, steering for Cape St. Vincent, and there was not the least doubt that they had the plague on board. On the 16th of last month, they were cruising between Cabo de Gata and Malaga, where they searched every vessel they met. In order to prevent any serious consequences from the proceedings of this infected squadron, the above letter was immediately made public by the Board of Health at Lisbon.

An article from Petersburgh reiterates the statement that the Emperor of China has testified his desire of having resident Foreign Ministers at his Court, and adds, that the Emperor of Russia had determined upon sending a Minister Plenipotentiary to Pekin.—The *Asia*, 74, and two large frigates, are fitting out at Cadiz. This force, with the squadron expected there, and two frigates equipping at Carthagena, is to form a fleet, destined to act against the South American insurgents, and clear the seas of the numerous privateers that infest them.

Private Letters have been received at Paris from Madrid, dated the 3d instant, announcing the arrival at Cadiz of seven sail of the Russian squadron, purchased by Spain. M. de Patischeff, the Russian Ambassador, who had received the news the day before by an Extraordinary Courier, set out on the 3d for Cadiz.

MEDICAL OFFICERS OF THE NAVY.

A measure has just been sanctioned by the Board of Admiralty, for the benefit of the Families of this meritorious class of Officers, which redounds so much to the credit of the corps itself with which it originated, and to the praise of Government, by whom it was very zealously encouraged, that we are desirous of making it generally known.

In common with the Widows of other Naval Officers, the Widows of Surgeons have hitherto had pensions of 40*l.* per annum from Government, But the subordinate and not less useful class of Assistant Surgeons have had no such provision. It was therefore determined, by means of a small contribution from each member of the corps (compulsatory on those hereafter entering the service, but optional to the present members) to establish a Supplemental Fund, in order to grant additional pensions of 40*l.* a year to the Widows and certain other benefits to the Orphans, of such of the Medical Officers of the Navy, of every description, as should desire to avail themselves of the privilege of this Institution; such additional pension not to be reckoned as private income, or as tending to deprive the Widow of the King's pension. Consistently with the present regulations, therefore, a Medical Officer's Widow may in future hold the two pensions of 40*l.* each, besides 80*l.* of private income. This Fund has now been established by his Royal Highness the Prince Regent, a copy of whose Order in Council we subjoin. It is not the least encouraging part of the plan, that the management of the Fund is vested in the First Lord and Secretary of the Admiralty for the time being, with a Court of Directors, composed of the principal Medical Officers.

On Monday the first meeting of the Directors was held at the Admiralty Office, under the presidency of J. W. Croker, Esq. when Mr. Finlayson, one of the Senior Clerks of the Admiralty, by whose active exertions the plan has been greatly promoted, and by whom the regulations of the Fund and the several calculations had been formed, was unanimously elected Secretary of the Society; Messrs. Maude, of Great George Street, Westminster, were elected Treasurers.

At the Court at Carlton-House, the 13th of August, 1817. Present—his Royal Highness the Prince Regent in Council.

Whereas there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the first of this instant, in the words following, viz.—

"The Medical Officers of the Royal Navy having very generally concurred in a desire to establish, by Contributions among themselves, a Fund for the benefit of their Widows, supplemental to the Pensions now provided for them under the existing Regulations, and having earnestly requested of us that certain standing orders and regulations for the government of such supplemental Fund, which had been prepared by a Committee appointed by them for that purpose, and submitted for our approbation, should be laid by us before your Royal Highness in Council, with their most humble and earnest request that your Royal Highness would be graciously pleased to approve of, and to establish the said Orders and Regulations by authority of your Royal Highness's Orders in Council. We do most humbly represent to your Royal Highness, that the object of the said Medical Officers appears to us to be very laudable in itself, and that it tends to the comfort and respectability of that branch of his Majesty's Naval Service. We beg leave, therefore, with all humility, to annex a Copy of the Orders and Regulations above-mentioned, which we have read and approved; most humbly submitting to your Royal Highness the expediency of establishing the same by authority of your Order in Council, in the name and on the behalf of his Majesty, as requested by the said Medical Officers."

His Royal Highness the Prince Regent having taken the said Memorial into consideration, was pleased, in the name and on the behalf of his Majesty, and by and with the advice of his Majesty's Privy Council, to approve thereof, and of the said Orders and Regulations (a copy whereof is hereunto annexed): And his Royal Highness doth hereby establish the same: And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

(Signed) CHETWYND.

A METEOROLOGICAL JOURNAL,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From the 20th of October, to the 20th of November, 1817.

1817.	Winds.	Barometer.			Thermometer.			Evap. in In. &c.	Rain in In. &c.	
		Max.	Min.	Med.	Max.	Min.	Med.			
		In.	In.	In.	°	°	°			
Oct. 21	E. b S. to E.N.E.	30·00	29·94	29·970	50	39	44·5	—	—	
22	N.	30 03	29·94	29·985	53	38	45·5	—	—	
23	N. to E.	30·05	30·05	30·050	51	40	45·5	·15	—	
24	N.E. to E.	30·03	30·01	30·020	46	40	43	—	—	
25	E. to S.W.	29·97	29·93	29·950	48	42	45	—	—	○
26	S.	29·87	29·86	29·865	54	32	43	·05	—	
27	W. to S.W.	29·83	29·52	29·675	51	35	43	—	·17	
28	S.W. to W.	29·58	29 57	29·575	49	36	42·5	—	·19	
29	W. b N. to S.W.	29 73	29 63	29·680	46	35	40·5	·05	—	
30	W. to S.	29·66	29·43	29·545	56	43	49·5	—	.28	
31	S.W. to N.W.	30·04	29·68	29.860	53	36	44·5	—	·17	
Nov. 1	N.W. to S.S.E.	30·51	30·40	30·455	49	42	45·5	·05	—	☾
2	S.S.E. to S.	30·36	30·34	30·350	59	50	54·5	—	·03	
3	S. to S.E.	30·36	30·30	30 330	54	48	51	—	·04	
4	S.E. to E.	30·22	30 14	30·180	55	45	50	·10	·02	
5	E. to S.E.	30 06	30·05	30·055	55	48	51·5	—	—	
6	E.S.E. to S.S.E.	30·05	29·95	29·990	58	48	53	—	—	
7	E. to S.	29·83	29 59	29·710	58	48	53	·10	·16	
8	S. to S.W.	29·59	29·56	29·575	55	45	50	—	·08	
9	W. to S.	30 00	29 82	29·910	52	43	47·5	—	·30	●
10	S.S.W. to S. b E.	30·10	30 06	30·080	57	46	51·5	·20	·01	
11	S.W. to S.S.E.	29·83	29·82	29·825	54	45	49 5	—	·25	
12	S.E. to S.	29·82	29 67	29·745	55	39	47	—	·10	
13	W.S.W. to S.E.	29·88	29·83	29 855	51	49	50	·10	—	
14	S.E. to S.	29·67	29·57	29·620	56	49	52·5	—	.75	
15	S. to W. b S.	29·72	29·40	29·560	53	40	46·5	—	·04	☽
16	W. to W.S.W.	30·18	30·05	30·105	51	48	49·5	none	·07	
17	S. to W S.W.	30 40	30·34	30·370	56	44	50	—	·01	
18	W.S.W. to N.W.	30·46	30·37	30·415	57	35	46	—	—	
19	N.W. to W.N.W.	30·62	30·57	30·595	51	31	42	—	·02	
20	W.N.W. to W.	30·62	30·46	30 540	49	46	47·5	.10	—	
		30·62	29·40	29.982	59	31	47 6	·90	2·69	

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

RESULTS.

		Inches.		
BAROMETER	Maximum..	30 62	Nov. 19th and 20th,	Wind N.W.
	Minimum..	29·40	Ditto 15th,	Ditto S.S.W.
Range		1·22		
Mean barometrical pressure		29·982		
Greatest variation in 24 hours		·82		
Number of Changes........		22		
THERMOMETER	Maximum..	59°	Nov. 2d,	Ditto South.
	Minimum..	31	Ditto 20th,	Ditto W.N.W.
Range		28		
Mean temperature of the Atmosphere		47·6		
Greatest variation in 24 hours		22		
Evaporation during the period		·90 Inches.		
Rain and hail, ditto		2·69 Do.		

Winds moderate and variable, mostly Southerly, accompanied with fogs, an abundance of clouds of various modifications, and drizzling rains. The quantity of water that has evaporated is 2 inches less than that in our last Meteorological Table.

REMARKS ON THE WEATHER.

OCTOBER 21. A *stratus* on the harbour, and at Spithead; the sun rose fiery red behind a large dense *cirrostratus* cloud, whose upper horizontal edge cut his disc, apparently, as it ascended: A.M. calm, and sunshine at intervals: in the afternoon an inosculation of *cumuli* with *cirrostratus*, which produced heavy *cumulostratus*: the sky overcast at night, and thick haze below.

22. A thick fog from 7 till 10 A.M.; it advanced slowly towards the North last evening, and was driven back by light airs from that quarter: the day, in other respects, as the preceding: a faint moon-light, through a light veil of *cirrostratus* in flocks and in beds, and some dew in the night.

23. A.M. fine, with *cirrostratus* below *cirrocumulus*: P.M. an overcast and waved sky, with some drops of rain, a strong breeze from the N.E., and a quiescent barometer.

24. Overcast, first with *cirrostratus*, and then with *cumulostratus*, and a few drops of rain: misty below in the evening.

25. A.M. as the preceding, with the addition of a calm, and a *stratus* on the harbour and at Spithead: P.M. *cumulostratus*, and a change of wind from the E. to S.W.

26. A *stratus* on the harbour and at Spithead, both in the morning and in the evening: A.M. fine, with abundance of large *cumulus* clouds in all quarters, inosculating with *cirrostratus*; in a space between the latter, Southward, linear *cirrus* appeared in an azure sky pointing to the East and West: P.M. *cirrocumulus*, overhanging *cumuli*, and a close corona round the Moon.

27. Hoar frost, with a thin crust of ice, a great dew early, and much water on the inside of the windows, followed by a thick fog, of an electric smell, from 7 till 10 A.M., when *cirrocumulus* appeared in flocks: at noon a veil of *cirrostratus* from the West: P.M. steady rain, and a light gale of wind.

28. A dense *stratus* on the harbour, surmounted by a *cirrostratus* cloud till 10 A.M., then rain and wind, with short intervals of sunshine: at 7 P.M. a storm of rain and hail, and showers in the night.

29. A fine day, with *cirrostratus* and *cumulostratus*; and a misty Moonlight night.

30. A.M. stormy, with wind and rain: P.M. *nimbi*, with distant showers, and sunshine at intervals: *cirrostratus* below *cirrus* at night, and a small lunar halo and corona.

31. A.M. as the preceding: P.M. *cirrocumulus* in flocks and in beds: a clear sky after sun-set? a very white moonlight, and a copious fall of dew.

NOVEMBER 1. A gold-coloured sun-rise, and a clear sky; a dense *stratus* on the harbour and at Spithead in the morning and evening, and a rapid rise of the mercury in the barometer: P.M. fine, with *cumuli* near the horizon, and plumose *cirrus* in an azure sky.

2. A *stratus* Westward, and a veil of undulated *cirrostratus* towards the North, thus waved by a light breeze from the South: a low dense atmosphere, and drizzling rain after 4 P.M.

3. & 4. Drizzling rain, with almost an equal temperature day and night; and thick fogs in the evening.

5. Close and foggy till 9 A.M. when a *cirrostratus* cloud swept the ground in a Westerly direction: afterwards a fine day, with plumose and linear *cirrus* and *cirrocumulus* in flocks: much haze at night.

6. A.M. a close humid atmosphere, and calm: many bats and swarms of flies, &c. out from their winter retreat: intervals of rain and wind after 5 P.M.

7. Fine, with *cirrocumuli* and *cumulostratus*, which passed off: at 1 P.M. a solar halo 44° in diameter, formed on a lofty thin vapour from the Southward, which, in the course of three hours, descended into the lower atmosphere, and was followed by a wet and windy night.

8. A.M. fine, with *cumuli*, and *cirrostratus* below *cirrocumulus*, and a strong southerly breeze: P.M. *nimbi* and rain, and a brisk gale; this wind, with the late drizzling rains and humid atmosphere, has nearly stripped the neighbouring trees of their withering foliage.

9. A fine day, with *cirrostratus, cumuli,* and *cirrus*; on the latter modification the upper part of a large solar halo was seen at 1 P.M.: *nimbi* and heavy rain at night.

10. Plumose *cirrus, cirrocumulus* in flocks, and *cirrostratus* beneath: a fog from 8 till ½ past 9: P.M. *cumulostratus*, followed by a little rain.

11. A veil of undulated *cirrostratus* till 8 A.M., then rain: sunshine in the afternoon: at 5, the crescent of the new Moon was observed in a S.W. direction, following the sun: much dew in the night.

12. A.M. as the preceding: P.M. wind and rain.

13. A *stratus* on the harbour and at Spithead, and *cirrus* to the Eastward, displaying a light red tint a short time before and after sun-rise: a fine sunny day, and rain in the night.

14. A rainy day and night, with moderate and temperate breezes from the S. and S.E.

15. A *strata* of cloud, and hazy till 9 A.M., afterwards sunshine: rain from 6 till 10 P.M.; then a fine starry firmament.

16. A.M. sunshine, a *stratus, cirrostratus,* and *cirrocumulus*: P.M. drizzling rain.

17. A.M. drizzling rain and fog, and an overcast sky all day and night.

18. A *stratus* on the harbour; and *cirrocumulus* inosculated with *cirrostratus* till 10 A.M., then an overcast sky, followed by light drizzling rain till 5 P.M.: a fine moonlight night, with passing *cirrus* (upon this modification several lunar coronas were formed), and much dew.

19. A fog from 1 till 9 A.M.: a fine sunny day, with plumose and linear *cirrus*, and distant sheets of *cirrostratus*: a fine sun-set, and a rose blush on the twilight: a white moonlight, and a copious fall of dew, which, with a fog at midnight, produced $\frac{2}{100}$ of an inch in depth—a high barometer.

20. Clear and frosty, and much water on the inside of the windows: plumose and linear *cirrus* till 2 P.M. followed by general cloudiness, and drizzling rain.

Death.

ON THURSDAY, NOVEMBER 6, 1817,

Died, in Child-Birth,

HER ROYAL HIGHNESS THE PRINCESS CHARLOTTE AUGUSTA,

IN THE 22D YEAR OF HER AGE!

IN recording this Melancholy Event, we find ourselves anticipated in every expression of sorrow by the numerous tributes, both in Prose and Verse, already presented to the Memory of this amiable and unfortunate Princess;—but why do we say unfortunate? Can we look around and see the mighty evidences of Power and Goodness in the Great Creator, at whose call she is gone—and doubt that, happy and exalted as was her station here, she is gone to a superior state of being and of bliss.—For whom then do we sorrow?—For ourselves!—We have lost an object, which we have been accustomed to view, though at a respectful distance, with private satisfaction, and public hope—we have seen her from her infancy—and as far as well-grounded report, and public observation could inform us, have watched the progress of her mind and manners—have seen her heart expanding with her knowledge—her condescension to all who had the smallest claims on her kindness, and her consideration even of strangers, where want recommended by virtue, could be relieved. Nor is it for ourselves alone we grieve—but also for the Royal Family, on whose happiness her estimable virtues and accomplishments had a more immediate influence—and especially for the intense affliction of her Illustrious Father, and Worthy Consort—for the disjunction of a pair whose manners and disposition seemed mutually formed to obtain as much of Human felicity as Human Life can bestow. Nor let us be unmindful of that Illustrious Mourner on a foreign shore. The messenger of bad tidings is on the way, is probably ere this arrived—and sincerely do we sympathise in the pain they must produce. Rarely, indeed, has the fatal shaft of Death stricken one, and wounded so many! But lest we should be thought rather to express the feelings of a fanciful than a real sorrow, we will now proceed to a Narration of the circumstances of this great calamity.

Toward the end of the last month, the public expectation was confidently excited, by the frequent and favorable reports of her Royal Highness's health and spirits, together with the known course of time, that the Delivery would be safe and soon. The neighbourhood of Claremont was alive in intention and preparation to celebrate it, and the whole Kingdom would have vied with them in their expressions of joy. The wardrobe of the illustrious stranger was prepared, and arrangements were made for the timely summoning of the following officers of state to witness the arrival, at the first announcement of it. They were the Archbishop of Canterbury, the Bishop of London, the Lord Chancellor, Earls Bathurst and Sidmouth, and Mr. Vansittart.

At three o'clock on Tuesday morning, the 4th of November, the physician, Sir R. Croft, saw in the sudden indisposition of her Royal Highness reasons for announcing her approaching accouchement. Expresses were immediately sent off to the officers of State, whose presence was necessary, and the attendance of Dr. Baillie was likewise desired. The messengers were despatched at a quarter past three, and Lord Bathurst arrived from Putney at a quarter past five; Lord Sidmouth, from Richmond, at a quarter before six; the Archbishop of Canterbury, and the Bishop of London, from Fulham, at six o'clock; the Chancellor of the Exchequer, from Downing-street, at half-past seven; and the Lord Chancellor, from Bedford-square, at a quarter before eight. The distance from London is sixteen miles. Dr. Baillie arrived from Virginia Water at a quarter past seven.

The protraction of the Delivery all Tuesday induced the Ministers to send for Dr. J. Sims, of Guildford-street, and he arrived early on Wednesday morning. The following official Bulletins were issued in the course of the labour :—

"Claremont, Wednesday, 8 o'Clock A. M.

"The labour of Her Royal Highness the Princess Charlotte is going on very slowly, but we trust favourably.

(Signed) "MATTHEW BAILLIE,
"RICHARD CROFT,
"JOHN SIMS."

"Claremont, Nov. 5, half past 3 P. M.

"The labour of Her Royal Highness the Princess Charlotte has within the last three or four hours considerably advanced, and will, it is hoped, within a few hours be happily completed.

(Signed) "M. BAILLIE,
"RICHARD CROFT,
"JOHN SIMS."

"Claremont, Nov. 5, quarter past 9 in the Evening.

"At nine o'clock this evening, Her Royal Highness the Princess Charlotte was safely delivered of a still-born male child, and Her Royal Highness is going on favourably.

(Signed) "M. BAILLIE,
"RICHARD CROFT,
"JOHN SIMS."

"Claremont, Nov. 5, 10 o'clock P. M.

"At nine o'clock this evening, Her Royal Highness the Princess Charlotte was delivered of a still-born male child. Her Royal Highness is doing extremely well.

(Signed) "M. BAILLIE,
"JOHN SIMS,
"RICHARD CROFT."

The anxiety of Prince Leopold during the whole of the time was extreme; for the death of the child he had a consolation in the life of the Princess, and in the flattering reports that she was doing well—and he retired to rest—alas, how

soon to end! It was about twelve o'clock, when, from the confident opinion of the medical gentlemen that her Royal Highness needed no other assistance than that which the nurse, Mrs. Griffiths, could render her, they retired to their chambers. Her Royal Highness had been previously informed that the infant was still-born, and received the news with placid resignation to the Divine will.

The following letter from Claremont includes a brief account of all that followed:—

"Claremont, 6 o'clock this morning (Thursday).

"I had hoped to have sent you very, very different tidings; and yesterday, when I despatched my last letter to you, I felt confident that my next would have announced the consummation of our wishes, in the birth of a future heir or heiress.—That next!———However, I will endeavour to write all I have heard, as well as the general grief and consternation will allow me. On Monday, in the night, or about three on Tuesday morning, her Royal Highness was taken ill, and expresses were sent off to the great officers of state, the Archbishop of Canterbury, and the Bishop of London, desiring their immediate attendance. Earl Bathurst, Lord Sidmouth, the Lord Chancellor, Mr. Vansittart, together with the Archbishop and Bishop, immediately attended. Dr. Baillie and Dr. Croft were the medical attendants. During the whole of Monday the labour advanced slowly, but without the least appearance of danger. The Princess Charlotte showed uncommon firmness and resignation. Towards evening, as the labour still lingered, it was deemed advisable to send for Dr. Sims, who arrived in the middle of the night. Nothing could be going on better, though too slowly; and the excellent constitution of the Princess gave every assurance that she would not be too much exhausted by the delay. No language, no panegyric, can be too warm for the manner in which the Prince Leopold conducted himself. He was incessant in his attendance, and no countenance could more deeply express the anxiety he felt.—Once or twice he exclaimed to the medical attendants, 'that the unrepining patient endurance of the Princess, whilst it gave him comfort, communicated also a deep affliction at her sufferings being so lengthened.'

"About six o'clock yesterday, the labour advanced more rapidly, and no apprehensions were entertained of any fatal result; and the child was ascertained to be still living. At nine o'clock, her Royal Highness was delivered of a male child, but still-born. Throughout the whole of this long and painful labour, her Royal Highness evinced the greatest firmness, and received the communication of the child being still-born with much resignation. Prince Leopold exclaimed to the medical attendants, as soon as the intelligence was communicated to him—"Thank God! Thank God! the Princess is safe." The child was perfect, and one of the finest ever brought into the world. The Princess was composed after her delivery, and though of course much exhausted, every hope was entertained of her doing well. This pleasing intelligence being communicated to the great Officers of State, and the Archbishop of Canterbury and the Bishop of London, they left Claremont about eleven o'clock: the medical attendants of course remaining. A little after twelve, a change was observable in her Royal Highness—her quiet left her—she became

restless and uneasy—and the medical attendants felt alarmed. Expresses were sent off, I believe, to the Officers of State, stating the change that had taken place. From half-past twelve, restlessness and convulsions increased, till nature and life were quite exhausted, and her Royal Highness expired at half-past two this morning.—Prince Leopold was with her Royal Highness at this agonizing moment."

The Prince Regent had been for some days previous at the Marquis of Hertford's Seat, at Sudbourne, in Suffolk. On Tuesday, soon after midnight, a Messenger arrived at Carlton-House, with the intelligence that her Royal Highness was in labour. The bulletin was immediately forwarded to the Regent, who, on receipt of it, instantly set off for town, and arrived at half-past three o'clock on Thursday morning, when he received another bulletin, announcing the Child still-born. A gentleman was immediately despatched to Claremont, to ascertain the state of the Princess, and to announce his Royal Highness's intention to proceed to Claremont without delay. The officer had just left Carlton-House, when Earl Bathurst arrived with the mournful news, that the Princess was no more. The grief of the Prince we will not attempt to report. It is enough to say, it was that of an affectionate father, for the sudden unexpected loss of an only and most amiable daughter.

The announcement of her Royal Highness's Delivery to the Public was in the following letter from Lord Sidmouth to the Lord Mayor:—

"My Lord, CLAREMONT, Nov. 5, 1817, half past 9, P.M.

"I have the honor to inform your lordship, that, at 9 o'clock this evening, her Royal Highness the Princess CHARLOTTE was safely delivered of a still-born male child, and that her Royal Highness is going on favourably.

"I have the honor to be, my Lord, your most obedient servant,

(Signed) "SIDMOUTH."

"To the Right Hon. the Lord Mayor."

In this there was enough of public Disappointment; but in the succeeding one came the most afflicting Despair!—

"My Lord, "WHITEHALL, Nov. 6, 1817, half past 6, A.M.

"It is with the deepest sorrow that I inform your lordship, that her Royal Highness the Princess CHARLOTTE expired this morning at half-past 2 o'clock.

"I have the honor to be, &c.

(Signed) "SIDMOUTH."

"The Right Hon. the Lord Mayor."

We shall conclude our account of this National Calamity, with the official announcement of it in the London Gazette:—

"LONDON GAZETTE EXTRAORDINARY, THURSDAY, NOV. 6, 1817.

"WHITEHALL, NOV. 6, 1817.

"Her Royal Highness the Princess CHARLOTTE AUGUSTA, Daughter of his Royal Highness the PRINCE REGENT, and Consort of his Serene Highness the Prince LEOPOLD of SAXE-COBOURG, was delivered of a still born male child at 9 o'clock last night, and about half-past 12 her Royal Highness was seized with great difficulty of breathing, restlessness, and exhaustion, which alarming symptoms

increased till half-past 2 o'clock this morning, when her Royal Highness expired, to the inexpressible grief of his Royal Highness the PRINCE REGENT, of her illustrious Consort, the PRINCE LEOPOLD, and of all the ROYAL FAMILY."

Despatches were sent off at a very early hour on Thursday morning to the Queen and the Princesses at Bath, and to every other Member of the Royal Family. A Council was likewise held, to give the necessary orders for the funeral of the lamented Princess, and for a General Mourning.

When the melancholy intelligence reached the Old Bailey, the Recorder immediately adjourned the Proceedings of the Court. The Lord Mayor took immediate measures for summoning an especial meeting of the Court of Aldermen, which took place in the afternoon of the same day. It was attended by his Lordship, the Lord Mayor Elect, and 17 Aldermen, with the Recorder, Sheriffs, and City Officers; when it was unanimously agreed, that the fitting-up of Guildhall for Lord Mayor's Day should be immediately discontinued, and that the preparations already made there should be removed; and public notice was directed to be given for preventing all show and rejoicing on that day. The following notification was accordingly placarded :—

"WOOD, MAYOR.

"An ESPECIAL COURT of LORD MAYOR and ALDERMEN, holden in the Council Chamber of the Guildhall of the City of London, on Thursday the 6th day of November, 1817, and in the 58th year of the Reign of George the Third, of the United Kingdom of Great Britain and Ireland, King, &c.

"This Court being deeply afflicted with the loss of her Royal Highness the Princess Charlotte Augusta, daughter of his Royal Highness the Prince Regent, and Consort of his Serene Highness the Prince Leopold of Saxe-Coburg; and considering how unseasonable any public rejoicings would be at a time when his Royal Highness the Prince Regent and the whole nation are, on this mournful occasion, so sensibly afflicted with the greatest sorrow and concern, doth thereupon unanimously agree and order, That the Livery Companies shall not walk or stand in the streets, nor pass in their barges on the water on the next Lord Mayor's day; nor any firing of guns on the land or water, ringing of bells, or any other outward show or rejoicings heretofore accustomed, be permitted or suffered to be made on that day, but that the same be for this time wholly laid aside and forborne, and that public notice be given thereof; and it is further agreed and ordered, That waving all unnecessary pomp and state, the Lord Mayor elect, in his private coach, accompanied with the present Lord Mayor, the Aldermen, and Mr. Recorder, and attended only by the Sheriffs, and the principal officers in coaches, the other officers walking on foot, preceded by the two City Marshals on horseback, shall pass from the Mansion House to Westminster, and directly go up to the Court of Exchequer, there to take his oath, which being done, his Lordship, attended as before, having entered Warrants of Attorney in the Courts of King's Bench and Common Pleas as usual, is desired to return in the same manner to the Mansion House."

(Signed) "WOODTHORPE."

The public shops had the shutters put up, the Theatres were closed, and a universal gloom prevailed.

In the course of Friday, November 7, were published the subsequent official announcements for a Court and Public Mourning for our irreparable public loss; and never did the exterior garb of woe more truly depict the sympathetic sorrow of a loyal and afflicted people :—

"LORD CHAMBERLAIN'S OFFICE, Nov. 7, 1817.

"Orders for the Court's going into Mourning, on Sunday next, the 9th inst. for her late Royal Highness the Princess CHARLOTTE AUGUSTA, Daughter of his Royal Highness the PRINCE REGENT, and Consort of his Serene Highness the Prince LEOPOLD of SAXE COBOURG : viz.—

"The Ladies to wear black bombazines, plain muslin or long lawn, crape hoods, shamoy shoes and gloves, and crape fans.

"Undress—Dark Norwich crape."

"The Gentlemen to wear black cloth, without buttons on the sleeves or pockets, plain muslin or long lawn cravats and weepers, shamoy shoes and gloves, crape hatbands, and black swords and buckles.

"Undress—Dark grey frocks."

"*The Deputy Earl Marshal's Order for a General Mourning for her late Royal Highness the Princess* CHARLOTTE AUGUSTA, *Daughter of his Royal Highness the* PRINCE REGENT, *and Consort of his Serene Highness the Prince* LEOPOLD *of* SAXE-COBOURG.

"In pursuance of the commands of his Royal Highness the PRINCE REGENT, acting in the name and on the behalf of his MAJESTY, these are to give public notice, that it is expected upon the present most melancholy occasion of the death of her late Royal Highness the Princess CHARLOTTE AUGUSTA, Daughter of his Royal Highness the PRINCE REGENT, and Consort of his Serene Highness the Prince LEOPOLD of SAXE-COBOURG, all Persons do put themselves into decent Mourning; the said Mourning to begin on Sunday next, the 9th inst."

(Signed) "HENRY HOWARD MOLYNEUX HOWARD,

"Nov. 7, 1817." "Deputy Earl Marshal."

"HORSE GUARDS, Nov. 7, 1817.

"His Royal Highness the PRINCE REGENT, acting in the name and on the behalf of his MAJESTY, does not require that the Officers of the Army should wear any other Mourning on the present melancholy occasion, than a black crape round their left arms with their uniforms.—By command of his Royal Highness the COMMANDER-IN-CHIEF."

(Signed) "HENRY CALVERT, Adjutant-General."

"ADMIRALTY OFFICE, Nov. 7, 1817.

"His Royal Highness the PRINCE REGENT, acting in the name and on the behalf of his MAJESTY, does not require that the Officers of the Fleet or Royal Marines should wear any other Mourning on the present melancholy occasion, than a black crape round their left arms with their uniforms."

(Signed) "J. W. CROKER."

The body of the Princess was embalmed, as was likewise that of the child. A custom (and we find no other warrant assumed for it) which we think more congenial with the notions of less enlightened times and countries than with our own. The body of the Princess has, besides the embalming, been enclosed in a number of wrappers, stiffened with wax. These wrappers again are covered with an enclosure of rich blue velvet, tied with white satin.

The coffins destined to contain all that was left on earth of what so lately was life, and sprightliness, and generosity, were in every respect corresponding to the rank of their lamented occupant. The inner receptacle was of mahogany, lined and pillowed with white satin, and enclosed in lead. The magnificent coffin surrounding those was of the finest Spanish mahogany, covered with crimson Genoa velvet, and decorated with the usual mournful and heraldic insignia; the massive handles, &c. were of silver gilt, and the sides divided into compartments, by many thousand nails of the same costly materials. A large silver plate on the lid bore the following inscription:—

DEPOSITVM,
ILLVSTRISSIMÆ PRINCIPISSÆ CHARLOTTÆ AVGVSTÆ,
ILLVSTRISSIMI PRINCIPIS GEORGII AUGVSTI FREDERICI,
PRINCIPIS WALLIÆ, BRITANNIARVM REGENTIS,
FILIÆ VNICÆ:
CONSORTISQVE SERENISSIMI PRINCIPIS LEOPOLDI GEORGII FREDERICI,
DUCIS SAXONIÆ, MARCHIONIS MISNIÆ,
LANDGRAVII THVRINGIÆ, PRINCIPIS COBURGI SAALFENDENSIS,
EXERCITVVM REGIS MARESCHALLI MAJESTATI REGIÆ
A SANCTIORIBUS CONSILIIS NOBILISSIMI
ORDINIS PERESCELIDIS, ET HONORATISSIMI ORDINIS
MILITARIS DE BALNEO EQUITIS:
OBIIT SEXTA DIE NOVEMBRIS, ANNO DOMINI MDCCCXVII.
ÆTATIS SUÆ XXII.

This Plate was of an oblong shape, and merely surrounded by a plain border. At the angle of each panel were corner plates, on which was engraved a coronet encircled with palm branches, and the letters P. C. A. the initials of Princess Charlotte Augusta.—A transcript of the preceding Inscription was also engraved on a silver plate inserted on the lid of the interior leaden coffin.

The Urn containing the heart of Her Royal Highness was also constructed of Honduras mahogany, lined with lead, and covered with crimson velvet, the sides and top of which were formed into panels, with corner plates, &c. decorated as the coffin. A gold medallion on the lid contained

P. C. A.—6th November, 1817.

The coffin for the Infant, like that of the Parent, was of mahogany, covered, &c. the same, with only the difference of *white* nails. On a plate on the lid was engraved the following Inscription:—

THE STILL BORN MALE INFANT
OF THEIR
ROYAL AND SERENE HIGHNESSES
THE PRINCESS CHARLOTTE AUGUSTA
AND
PRINCE LEOPOLD OF SAXE COBOURG.
NOVEMBER 5th, 1817.

Funeral Procession at Claremont, and Windsor.

On Wednesday, November the 19th, the day appointed for the funeral, the expression of the public sorrow was evinced in the most solemn manner. The shops were every where close shut up. The churches and chapels, even the synagogue of the Jews, were all thrown open for the performance of divine service, and to impress the minds of their respective congregations with thoughts suitable to the occasion, and we scarcely need add, that the especial allusions of the preacher were in every instance followed by the tears of the congregation, and we believe they never were before so numerous. At St. Paul's the numbers were so great as to cause a suspension of the service: and in the evening, the time appointed for the funeral solemnities to commence, a solemn stillness pervaded all the streets; every house was closely shut from the top to the bottom, and nothing was heard but the monotonous knell of St. Paul's re-echoed by that of the other churches and chapels in and about London, and, from all the accounts that have reached us, we believe the same audible and visible signs of national grief pervaded the whole country. The business of the dock-yards were suspended; the vessels, British and Foreign, hoisted their colours only half-mast high; and at night minute guns were fired in all the sea-ports.

Of the proceedings at Claremont and Windsor we shall adopt the account given in the *Times*, as the report of a gentleman who was present.

"The removal of the bodies of the Princess and the Royal infant from Claremont being fixed for six o'clock on Tuesday evening, a numerous party of the 10th, or Prince's own, regiment arrived at five. Several of them were stationed in the Park, near the paling, to prevent disorder. At the appointed time a mourning coach and six drove up to the grand entrance of the house; soon after, the coffin, containing the infant and urn, was brought out and placed in the coach: directly after, Sir Robert Gardiner and Colonel Addenbroke followed, and entered the coach. The hearse then drove up; and the state coffin, containing the remains of the Princess, borne by ten men, was brought out and placed in the hearse: it then drove off, drawn by eight horses, and went completely out of sight to prevent the Prince seeing it when he came out. The coach which was to convey him being announced to be in readiness, his Serene Highness came out and entered it, attended by the Rev. Dr. Short in his full robes. The Baron Hardenbrooke, two gentleman Ushers, Lady J. Thynne, Mrs. Campbell, Mrs. Lewis, Mrs. Phillips, &c. went in the other mourning coaches. Every thing was conducted with the greatest regularity and solemnity; nothing was heard but the deep sighs of afflicted spectators who were admitted into the park. The whole was arranged by Mr. Mash, of the Lord Chamberlain's office, and Mr. Banting, the undertaker. The procession began to move before half-past six o'clock, preceded by upwards of 30 horsemen, three a-breast, in full mourning. The whole was followed by a party of the 10th Dragoons. Both Walton and Hampton-court bridges were mentioned confidently as roads

for the procession. It was, we understand, finally determined to go over Walton-bridge, in consequence of the Commander-in-Chief having ordered General Bolton to direct a party to ride over the two roads, and report which was the best; and in consequence of their report being in favour of Walton, that was preferred.

"Great numbers of horsemen and pedestrians followed: the bells of the different churches in the towns and villages through which it passed tolled in solemn sounds. The roads were thronged with spectators, and every house was closed. At Egham, the escort of the 10th regiment was relieved by the Royal Horse Guards, who had left Windsor about 8 o'clock for that purpose. The procession did not enter Windsor till a little before 2 o'clock, where a great concourse of people had been waiting some hours. The remains of the Princess were received at the Lower Lodge, by the Yeomen of the Guard, who carried the coffin: a Guard of Honour from the 3d Regiment of Foot Guards were stationed outside of the Lodge. Prince Leopold, his attendants, and others, in the mourning coaches, alighted at the Lodge. The coach containing the body of the infant and the urn drove to the chapel, where it was received by the Dean, and deposited in the vault, without any church service.

"Numbers were disappointed at Windsor, who expected the Princess to lie in state: whereas, on account of the smallness of the premises, and the want of passages to enter and retire, those only were admitted who had tickets. The room that the corpse passed through was hung with black cloth; and the adjoining room where it was placed was fitted up in a style of state; a large black velvet pall lay on the coffin, with a broad white border reaching to the ground, which, as well as the whole room, was covered with black cloth. On the coffin was the Princess's coronet, and at the head of the coffin, against the wall, was a large silk escutcheon. Three large wax candles were on each side of the coffin, also numerous small wax candles on all sides of the room. The gentlemen of the College of Arms were employed during the morning in arranging the stalls in the chapel for the Knights of the Garter, &c. The machinery for lowering the corpse into the vault was completed.

"*Windsor, Wednesday Night*, 12 o'clock.

"When the bodies of the Princess Charlotte and her Royal Infant came into Windsor last night, the funeral procession was preceded by 100 of the Horse Guards Blue, and the Infant and the Urn were immediately conveyed to St. George's Chapel, and there received by the Hon. and Rev. Dr. Hobart, the Dean, the Rev. Mr. Northey, and the Rev. Dr. Cookson. The Dean stood with his back to the west, in the Chapel, the Rev. Mr. Northey and the Rev. Dr. Cookson on each side of him. The most profound silence was observed by all; eight Yeomen of the Guard standing round. The Body and the Urn were then gradually lowered by a windlass into the Royal Cemetery; two of the Yeomen descending to receive them. They were deposited temporarily on a shelf, previous to being placed on the coffin of the Princess. No service took place, but an awful stillness was preserved. This was the whole of the ceremony. The procession came in last night without flambeaux or any other lights, at a slow and half-foot pace. The military were obliged occasionally to halt to accommodate the movement of the funeral. It was a fine

night, and the moon had shone brightly all the way from Claremont till the procession reached the town of Windsor; but here in a remarkable manner the sky became overcast, the moon was lost in clouds, and darkness ensued—a sudden change, which visibly affected thousands of spectators, who behaved with the utmost decorum, and afterwards retired to their respective homes, filled with sorrow. The town yesterday had been extremely full, but this morning there was a great accession of numbers from all parts, hoping to see the ceremony of lying in State. The unabated grief of Prince Leopold was the chief cause of disappointment in this object. His Serene Highness had expressed his intention to sit up all night with the corpse of the Princess, or at least to visit it. He did so during the night, and again at 8 o'clock this morning. Some few persons attached to the Household were afterwards permitted to enter the awful chamber. The parish church was exceedingly thronged this morning to hear Divine Service, and a sermon to be preached by the Rev. Isaac Gossett. The learned preacher took his text from the seventh chapter of the Revelations, verse 17, "And God shall wipe away all tears from their eyes." The discourse was truly eloquent and impressive. The 39th Psalm was chanted by way of anthem by the choristers. At noon fresh numbers arrived, among whom were many of the nobility, who were accommodated with apartments in the Queen's Lodge. The shops were all shut up closely, and the streets were filled with people whose mournful countenances depicted their grief. At 8 in the evening, the funeral procession of the Princess set out from the Lower Lodge to the Chapel. There were no torch lights, nor beating of drum. Prince Leopold, attended by Baron Hardenbrooke and Dr. Stockman, followed the hearse in a mourning coach and six. Then came two carriages of his Serene Highness. Five mourning coaches empty concluded the procession.

"We were admitted to the Chapel at 7 o'clock; it then presented a most imposing appearance: the lower division of the building was lined with military, bearing flambeaux; the recesses of the aisles behind the military were filled with strangers from all parts of the kingdom, but who were ill rewarded for their extraordinary anxiety, by being thrust into corners, where they could scarcely see more of the procession than if they had remained at home. Sixty persons were admitted by special tickets into the organ loft, but of these not above ten could see what was passing in the choir. This was ill-judged; for in a case where the whole nation felt as one man, it would have become those who had the direction of the melancholy rites, to shew a corresponding anxiety, and the public should have been gratified with every accommodation which could possibly have been afforded. Nothing of this kind, however, was done.

"Of the immense multitudes that poured down to Windsor, we will undertake to say, that not above twenty (exclusive of the nobility) could witness the melancholy ceremonial of the consignment of their beloved Princess to the grave."

The arranged account of the processions we have extracted from the London Gazette, with the omission only of the names of the inferior attendants.

From the London Gazette, Saturday, November 22, 1817.

November 22.

On Tuesday evening, the 18th inst. at half-past 5 o'clock, the Remains of her late Royal Highness the Princess Charlotte Augusta, and of the Royal Infant, were privately conveyed from Claremont to Windsor, escorted by a detachment of the 10th, or Prince Regent's own, Royal Hussars, relieved at Egham by a party of the Royal Horse Guards (Blue), in the following order.—

A Mourning coach, drawn by six horses, in which were the remains of the Royal Infant and the Urn, attended by Colonel Addenbrooke, Equerry to her late Royal Highness, and Sir Robert Gardiner, K. C. B., Aid-de-Camp and Equerry to the Prince Leopold.

The HEARSE, drawn by eight horses.

A Mourning coach, drawn by six horses, conveying his Serene Highness the Prince Leopold, attended by Baron de Hardenbrock, Aide de-Camp and Equerry, and Dr. Stockman, Physician to his Serene Highness.

A Mourning coach, drawn by four horses, conveying Lady John Thynne, one of the Ladies of the Bedchamber to her late Royal Highness; Mrs. Campbell, one of the Women of the Bedchamber to her late Royal Highness; and Lady Gardiner.

A Mourning coach, drawn by four horses, conveying Mrs. Lewis, Mrs. Cronberg, Attendants on her late Royal Highness, and Mrs. Phillips, Housekeeper.

A Mourning coach, drawn by four horses, conveying Dr. Short, Chaplain to his Serene Highness, his Majesty's Gentleman Usher, and two Officers of the Lord Chamberlain's Department.

Upon the arrival of the procession at Windsor, the first coach, conveying the remains of the Royal Infant, and the Urn, proceeded direct to St. George's Chapel, were the same were received by the Dean of Windsor, and T. B. Mash, Esq. of the Lord Chamberlain's department, and deposited in the Royal vault: the coffin of the Royal Infant being borne from the coach to the vault by four, and the Urn by two, Yeomen of the Guard. The hearse proceeded into the front Court of the Lower Lodge, and the Body was placed under a canopy in the apartment prepared for its reception.

His Serene Highness was received and conducted to his apartments by Sir George Nayler, Knight, and Hale Young Wortham, Esq. the King's Gentleman Usher in waiting, attended by the Officers of the Lord Chamberlain.

On Wednesday evening, the 19th instant, soon after 8 o'clock, the Remains of her late Royal Highness were removed from the Lower Lodge to St. George's Chapel, in the following order:—

Guard of the Royal Horse Guards Blue.

Servants and Grooms of her late Royal Highness and of his Serene Highness, on foot, in deep Mourning.

Servants and Grooms of the Royal Family, the Prince Regent, and their Majesties, on foot, in full State Liveries, with crape hat-bands and black gloves, four and four, bearing flambeaux.

The full Band of the Royal Horse Guards Blue.

THE HEARSE,

(Drawn by Eight of his Royal Highness the Prince Regent's Black Horses, fully caparisoned, each Horse attended by a Groom in full State Livery.)

His Majesty's Body Carriage (Drawn by a full Set of his Majesty's Horses, each horse attended by a Groom in full State Livery,) conveying his Serene Highness the Prince LEOPOLD, CHIEF MOURNER, and Their Royal Highnesses the Dukes of YORK and CLARENCE, Supporters to the Chief Mourner.

Guard of the Royal Horse Guards Blue.

The carriages of the PRINCE REGENT, the Royal Family, and the PRINCE LEOPOLD, each drawn by six horses, closed the Procession.

The whole Procession, from the Lower Lodge to St. George's Chapel, was flanked by the military, every fourth man bearing a flambeau.

Upon arrival at St. George's Chapel, the servants, grooms, and band, filed off without the south door.

At the entrance the Dean and Cannons, attended by the choir, received the body; and the Procession (which had been formed under the direction of Sir GEORGE NAYLER, Knt. York Herald, executing this part of duty on behalf of Garter), being flanked by the Foot Guards, every fourth man bearing a flambeau, moved down the south aisle, and up the nave, in the following order:—

Poor Knights of Windsor.

Pages of their Royal Highnesses the Princesses AUGUSTA, ELIZABETH, and SOPHIA.

Pages of H.S.H. the Prince LEOPOLD.

Pages of his Royal Highness the Duke of GLOCESTER.

Pages of his Royal Highness the Duke of CAMBRIDGE.

Pages of his Royal Highness the Duke of SUSSEX.

Pages of his Royal Highness the Duke of CUMBERLAND.

Pages of his Royal Highness the Duke of Clarence.

Pages of his Royal Highness the Duke of YORK.

Pages of his Royal Highness the Prince REGENT.

Pages of the Back Stairs.

Pages of the Presence.

Pages of the Bed-chamber.

Pages of her MAJESTY.

Pages of his MAJESTY.

Solicitor to her late Royal Highness, JOHN SMALLPIECE, Gent.

Apothecaries of her late Royal Highness.

Mr. RICHARD WALKER, Mr. E. BRANDE.

Surgeons of her late Royal Highness,

Mr. NEVILLE, Mr. ROBERT KEATE.

Rector of the Parish of Esher,
Reverend J. DAGLE.
Serjeant Surgeons to the King,
Sir DAVID DUNDAS, Bart., Sir EVERARD HOME, Bart.
Physician to the Prince LEOPOLD,
CHRISTIAN STOCKMAR, M.D.
Physicians who attended her late Royal Highness,
JOHN SIMS, M.D. MATTHEW BAILLIE, M.D.
Sir RICHARD CROFT, Bart, M.D.
Chaplains to her Royal Highness, and to his Serene Highness Prince LEOPOLD,
The Rev. ALEX. STARKEY, The Rev. WILLIAM KUPER.
The Rev. J. HAMMOND, The Rev. Dr. SHORT.
Equerry to her late Royal Highness,
Lieut.-Colonel the Hon. HENRY PERCY.
Equerries to his Royal Highness the Duke of GLOCESTER.
Equerries to his Royal Highness the Duke of CAMBRIDGE.
Equerry to his Royal Highness the Duke of SUSSEX.
Equerries to his Royal Highness the Duke of CUMBERLAND.
Equerries to his Royal Highness the Duke of KENT.
Equerries to his Royal Highness the Duke of YORK.
Equerries to his Royal Highness the Prince REGENT.
Clerk Marshal and First Equerry.
Military Secretary to the Commander-in-chief.
Quarter-Master-General. Adjutant-General.
Officers of the Duchy of Cornwall, viz.
Solicitor-General, Attorney-General,
WILLIAM HARRISON, Esq. WILLIAM DRAPER BEST, Esq.
Lord Warden of the Stannaries.
Chancellor and Keeper of the Great Seal.
Chamberlain to the Great Steward of Scotland.
Grooms of the Bed Chamber to the Prince REGENT.
Pursuivant of Arms.
PORTCULLIS,
ROUGE DRAGON, and BLUEMANTLE.
Treasurer of the Prince Regent's Household,
Lord CHARLES BENTINCK.
Heralds of Arms,
SOMERSET, RICHMOND.
Privy Purse and Private Secretary to the Prince Regent,
The Right Honourable Sir BENJAMIN BLOOMFIELD.
Lords of the Prince Regent's Bed Chamber,
The Right Hon. Lord AMHERST, The Right Hon. Lord GRAVES,
The Earl DELAWARR, Lord Viscount LAKE,
Lord JAMES MURRAY, Lord Viscount MELBORNE,
The Marquess of HEADFORT, Lord CHARLES SPENCER.
WINDSOR HERALD,
acting for
NORROY, King of Arms,
The Right Hon. Lord ELLENBOROUGH. The Right Hon. Lord GRENVILLE.
The Lord Bishop of EXETER. The Lord Bishop of SALISBURY, C.G.
The Lord Bishop of London.

The Minister of State of Hanover, and the Minister of Saxony,
Count Munster, Baron de Just.

The Deputy Earl Marshal,
Lord Henry T. Howard Molyneux Howard.

The Earl of Chichester.

The Marquis Cornwallis. The Marquis of Salisbury, K.G.

His Majesty's Ministers, viz.

The Right Hon. C. B. Bathurst.	The Right Hon. W. W. Pole.
The Right Hon. George Canning.	The Right Hon. N. Vansittart.
The Lord Viscount Sidmouth.	Lord Viscount Melville.
Lord Viscount Castlereagh.	The Earl of Mulgrave.
The Earl of Liverpool, K.G.	The Earl Bathurst, K.G.
The Earl of Westmorland, K.G. Lord Privy Seal.	The Earl of Harrowby, Lord President of the Council.

The Right Honourable Lord Eldon, Lord High Chancellor.

His Grace the Archbishop of Canterbury.

Choir of Windsor.

Canons of Windsor.

Dean of Windsor.

Captain of the Yeomen of the Guard, The Earl of Macclesfield.

The Groom of the Stole, The Marquis of Winchester.	The Lord Steward of his Majesty's Household, The Marquis of Cholmondeley,	The King's Master of the Horse, The Duke of Montrose, K.G.

Ralph Bigland, Esq. Norroy, acting for Clarenceux King of Arms.

Supporter, H. Y. Wortham, Esq. one of his Majesty's Gentlemen Ushers.	The Coronet of her late Royal Highness, borne upon a Black Velvet Cushion, by Colonel Addenbroke, Equerry to her late Royal Highness.	Supporter, R. Chester, Esq. Gentleman Usher of the Privy Chamber.
Supporter, W. Woods, Esq.	Garter Principal King of Arms, Sir Isaac Heard, Knt. bearing his Sceptre.	Supporter, J. Pulman, Esq.
Secretary to the Lord Chamberlain, J. Calvert, Esq.	The Lord Chamberlain of his Majesty's Household, The M. of Hertford, K.G.	The Vice Chamberlain, Vis. Jocelyn.

Supporter of the Pall, the Right Honourable Lady Ellenborough.	**The Body,** covered with a black Velvet Pall, adorned with eight escutcheons of Her late Royal Highness's Arms. THE COFFIN, carried by 8 Yeomen of the Guard, under *a Canopy* of black Velvet, borne by eight Gentlemen Ushers.	Supporter of the Pall, the Right Honourable Lady Arden.
Supporter of the Pall, the Right Honourable Lady Grenville.		Supporter of the Pall, the Right Honourable Lady Boston.

The CHIEF MOURNER,

His Serene Highness the Prince LEOPOLD, in a long black cloak; his train born by Baron de HARDENBROCK, and Lieutenant-Col. Sir ROBERT GARDINER, K. C. B. Aides-de-Camp and Equerries to his Serene Highness.

His Royal Highness the Duke of CLARENCE, in a long black cloak, his train borne by Rear-Admiral the Hon. Sir HENRY BLACKWOOD, Bart, and the Hon. COURTNEY BOYLE.

His Royal Highness the Duke of YORK, in a long black cloak, his train borne by Lieutenant-Col. ARMSTRONG and Lieut-Col. COOKE, Aides-de-Camp to his Royal Highness.

H. R. H. the Duke of SUSSEX, in a long black cloak, his train borne by Major-general Sir GEORGE TOWNSHEND WALKER, G.C.B. Groom of the Bed-chamber, and Major PERKINS MAGRA, Equerry to his Royal Highness.

H.R.H. the Duke of CUMBERLAND, in a long black cloak, his train borne by General Vyse, Comptroller of the Household, and Lieutenant-general HENRY WYNYARD, Groom of the Bedchamber of His Royal Highness.

His Royal Highness the Duke of GLOUCESTER, in a long black cloak, his train borne by Colonel DALTON, and Lieutenant-colonel COTTON, Grooms of the Bed-chamber of His Royal Highness.

Lady GARDINER. Lady JOHN THYNNE, one of the Ladies of the Bed-chamber of her late Royal Highness.

Women of the Bed-chamber of Her late Royal Highness.

His Majesty's Establishment at Windsor; viz.

Groom of the Stole.

The Earl of WINCHILSEA.

Master of the Robes. Vice-Chamberlain.

The Right Hon. Lord VERNON. Lord JOHN THYNNE.

Lords of the Bed-chamber.

Grooms of the Bed-chamber.

Clerk Marshal and First Equerry.

Equerries.

Master of the Household.

Her Majesty's Establishment at Windsor; viz.

Master of the Horse, Earl HARCOURT.

Treasurer of the Household. Vice-Chamberlain.

Equerries.

Ladies of Her Majesty's Bed-chamber.

Women of Her Majesty's Bed-chamber.

Gentlemen Ushers.

Ladies of the Bed-chamber of their Royal Highnesses the Princesses.

Women of the Bed-chamber of their Royal Highnesses the Princesses.

Attendants on Her late Royal Highness the Princess CHARLOTTE.

Attendants on Her Majesty and the Princesses.

Upon entering the choir, the Body was placed on a platform, and the Coronet and Cushion laid upon the Coffin. The Chief Mourner sat on a chair placed for his Serene Highness at the head of the Corpse, and their Royal Highnesses, his Supporters, on chairs on either side: the Supporters of the Pall sat in their places near the Body, and the Lord Chamberlain of His Majesty's Household on a chair at the feet of the Corpse. The Royal Dukes, and the Nobility, Knights of the Garter, occupied their respective Stalls: and the Ministers of State, Officers of the Household, and others of the Procession, were conducted to their respective places.

The part of the Service before the Interment and the Anthem, being performed, the Body was deposited in the Royal Vault. The Office of Burial being concluded, after a short pause, Sir Isaac Heard, Knt. Garter Principal King of Arms, proclaimed the style of her late Royal Highness as follows:—

THUS it hath pleased Almighty God to take out of this transitory life unto his Divine Mercy, the late Most Illustrious Princess CHARLOTTE AUGUSTA, Daughter of his Royal Highness George Prince of Wales, Regent of this United Kingdom; Consort of his Serene Highness Leopold George Frederick, Duke of Saxe, Margrave of Misnia, Landgrave of Thuringia, Prince of Cobourg of Saalfeld; and Grand-daughter of his Most Excellent Majesty George the Third, by the Grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, whom God bless and preserve with long life, health, and honour, and all worldly happiness.

After which, his Serene Highness the Chief Mourner, the Princes of the Blood Royal, the great Officers, Nobility, and others who had composed the procession, retired; having witnessed that every part of this most mournful and afflicting ceremony had been conducted with great regularity, decorum, and solemnity.

This procession was conducted with the utmost solemnity, and when it arrived in the choir, there was the deepest interest, which was signified by a solemn and mournful silence. The choristers, as soon as they made their appearance in the chapel, began to chaunt the solemn service of "I know that my Redeemer liveth;" the canopy followed the choristers, and moved at a very slow pace: it appeared to be of immense length, and, being borne high in the air, had a most imposing effect: under this was the coffin, carried by eight of the Yeomen of the Guards, and the magnificent pall was supported by four Baronesses, whose names: they were too distant from us to be distinguished by their faces. Prince Leopold followed the coffin as chief mourner; his appearance created the deepest interest; his countenance was dejected; his manner was full of despondency; and though he made evident efforts to preserve calmness and fortitude, yet he every now and then burst into a flood of tears. He walked along with unsteady steps, and took the seat provided for him at the head of the coffin, between the Dukes of York and Clarence. During the whole time of the funeral service he preserved one fixed but downcast look towards the coffin of his beloved wife: he never once raised his eye to the congregation: he was totally absorbed in grief. The Royal Dukes who sat or stood beside him, watched him with much solicitude, as if they were afraid he would sink under his affliction. His distress, however, was tolerably subdued till the moment when the coffin was gradually lowered into the grave; at this awful crisis, when his deeply regretted consort was to be separated from him for ever, he was alarmingly moved, but by a strong effort he seemed also to conquer this emotion; and the rest of the service passed on without requiring any particular notice. The usual anthems were chanted with proper solemnity; but the reading part of the ceremony did not attract any particular observation. The Dean went through his portion of it with dignity and pathos. When it was over, Sir Isaac Heard read the titles of the Princess in a voice much more broken by grief than age; and the mourners walked back, though

without the state accompaniments. The Prince Leopold appeared distressingly ill; and indeed his state of health and feeling might excite alarm, if it were not that he has latterly been able to procure some sleep.

The Royal Dukes conducted themselves with becoming seriousness, but, as might be expected, were less abandoned to their sorrow than the illustrious and wretched widower.

The melancholy business was over before 11 o'clock, but the chapel and the avenues were not completely cleared till 12 o'clock. At that hour the whole town of Windsor was full of bustle and confusion. The carriage-ways were all blocked up with vehicles of every description, and the footpaths were impassable for the multitude of spectators. In a minor, but at the same time in a very great degree, this confusion prevailed all the way to London: the road was covered with postchaises, and a change of horses was no where to be obtained.

Prince Leopold returned to Claremont almost immediately after the mournful ceremonial. He had made in the morning a short call at the Queen's Lodge, and walked for a short space in the Little Park with the Duke of Clarence. The Queen and Princesses kept themselves closely confined to their chambers.

The Princess was neither too tall nor too short, about the middle size, inclining rather to the *embonpoint*, but not so much so as to impair the symmetry of her form. Her complexion was beautifully fair—her arms delicately rounded, and her head finely placed. There was a mingled sweetness and dignity in her look; a full, intelligent eye; and when she was engaged in conversation, particularly in familiar conversation, much liveliness in the expression of her countenance. The resemblance to her illustrious father was striking. To these accomplishments of person, her Royal Highness added the more valuable qualities of the mind and heart. She had read much, and with discrimination, particularly since her marriage. One of her most pleasing occupations was to accompany her illustrious consort in his study of the English language, in which he was so diligent, that he has been able to read our best writers upon history and jurisprudence. She was of religious habits, and a strict observer of the Sabbath, as well as her husband, who regularly read to her, after the Church service, one of our best English sermons. She was a most affectionate child; and, as a wife, was a model for her sex. She looked up to her husband with the most perfect affection and respect; and he deserved it all. His influence over her was unbounded, though the exercise of it was of the gentlest kind.

Her Royal Highness was in the 22d year of her age. She was born the 7th January, 1796, and married the 2d of May, 1816.

BIOGRAPHICAL MEMOIR

OF

KENNETH MACKENZIE, Esq.

CAPTAIN IN THE ROYAL NAVY.

Genius of Albion, still 'tis thine
 To wield the sceptre of the main ;
E'en though th' embattled world combine
 To wrest it, the attempt proves vain.
Firm as an adamantine rock,
Thy naval prowess meets the shock,
And hurls, indignant, the insulting blow
Aimed at thy head, on the recoiling foe.

WE have before adverted to the dangers, fatigues, and privations to which naval officers are necessarily subject in their course of duty ; but in so doing, it was far from our intention to throw any discouragement on the service, or to check the noble, and, as the world is constituted, necessary aspiration to martial adventure. To men of more retired notions it may, and undoubtedly does, seem wonderful, that amidst the comfortable enjoyments and pleasing indulgences experienced in the bosom of family and friends at home, an inclination to quit their assiduous attentions and care so generally bestowed, at that early age, when the naval officer is called upon to commence his career, should prevail. Nevertheless we find, and it is characteristic of our happy isles, that the youth of Britain are not to be deterred from yielding to that strong innate impulse, which urges the young hero to his choice of this rugged road to honor and distinction. The choice once made, and the resolution formed, the youth impatiently awaits the hour which shall call him forth, from country, from family, and friends, to ascend the quarter-deck of a British man of war.

It would be unjust and unwise to conceal from our young men, the hardships and vicissitudes of trial to which the life of every seaman is exposed. But let the young Mid enter upon his course with a mind determined to overcome all difficulties—to struggle

with the hardships of inferior rank, and by perseverance and good conduct (which never fails of success in some degree compensatory) endeavour to attain those stations of honor and command, which will render his services more conspicuous to his country, and grateful to himself—and let him rely on the liberality of his country to compensate his sufferings to the utmost of her power. The youth of our sea-girt isle are naturally inclined to a naval life, and their pretensions to the empire of the main must be always valid, so long as their country continues to cherish, honor, and protect them—their claims to this return have hitherto been most ample—and have been as duly acknowledged. The battles of the 1st of June, St. Vincent's, Camperdown, Nile, and Trafalgar, are proofs never to be forgotten. Let, then, the Wooden Walls of Britain, as they are her best bulwark, be her proudest boast, and she will long continue the envied Mistress of the Sea.

Captain Kenneth Mackenzie, of whose professional services we regret to say, that our information is insufficient to do justice to his character as a naval officer, or to our intentions as biographers, is the son of a gentleman of Rothshire, in Scotland, a country to which England owes much for talent of every description, whether of arts or arms—the gown or sword. This gentleman, an individual illustrative of our general remark, yielded to an innate impulse towards a life of adventure, and obtained the consent of his father to his predilection for the naval service; and at a very early age, and in the commencement of the Revolutionary War, he began his martial career.

We are not acquainted with the name of the ship in which he first embarked, but about the year 1796, when the rapid and irresistible course of conquest made by the French in Europe, pointed out the expediency of a countervailing series of captures in the West Indies, we find him on board the Prince of Wales, of 98 guns, serving under the flag of the late Sir Henry Harvey, on the Leeward Island station. At this period he was only eighteen years of age, and had then attracted the particular notice of the gallant admiral. Mr. Mackenzie served in the unsuccessful attack on Porto Rico, and, if we are rightly informed, was wounded in that expedition.

In the year 1798, having just finished the established period of service as a midshipman, he received a lieutenant's commission, and was appointed to the Requiem brig, of which Captain Champain was commander. In this ship, well calculated to look after privateers, and protect the trade of the colonies, Mr. Mackenzie had many opportunities of distinguishing himself.

The grand feature of the French Revolution was *Innovation*, and that on the greatest scale the subject would admit of—Republicanism for Monarchy—plain Citizenship for illustrious Nobility—Paganism or Atheism for Christianity—and to descend from the grand to the mean—Buccaneering for Privateering. In the West Indies, the French privateers formed themselves into small armaments, for the purpose of landing at the different islands, and for the short time that they could maintain their ground, plundered and destroyed all they could. At Trinidad, Mr. Mackenzie was employed in the destruction of one of these novel armaments, which was effected by the boats of the Requiem brig, and those of another ship of war, assisted by a detachment of troops; and to which success the exertions of Mr. Mackenzie greatly contributed. In the Gazette account of this affair, Mr. Mackenzie's name is very honorably mentioned, as is also that of the present Captain Case, at that time first lieutenant of the ship.

Mr. Mackenzie's next appointment was to the Daphne, of 20 guns, one of the old ships of that class, and the reverse of the Requiem in the chief requisite for looking after privateers—being a very dull sailer. She was therefore chiefly employed in attending convoys, a branch of service so unpleasant to the active spirit of her commander, Captain Richard Matson, that tired of a life neither suitable nor desirable, he urgently applied to the admiral to be allowed to fit out a tender. This small sloop, the Vigilant, mounting 6 guns, and manned with 20 men, made herself the terror of the French privateers, whilst under the direction of Mr. Mackenzie, who was then first lieutenant of the Daphne. The zealous, gallant, and daring conduct of her young commander, was attended with its merited success. His station was principally off Guadaloupe, the Saints, and Dominica, up to Martinique.

After taking many small privateers, with which alone, it must be obvious, he was able to cope, and retaking many merchantmen, he was enabled, in the year 1800, to consummate his good

fortune, and to raise his character still higher, by boarding and carrying a fine French schooner of war, direct for France, and moored under the batteries at Trois Rivieres, Guadaloupe. She had 10 guns, was manned with 50 men, and every way prepared. Mr. Mackenzie, assisted by the second lieutenant of the Daphne, and a few men, ran the tender right on board, entered at the head of his crew, and carried her, with the loss of two killed, and himself with a few of his men wounded.

For this gallant action, Mr. Mackenzie was rewarded by the admiral with the command of his prize, L'Eclair; and in her he rendered very important services, in an active protection of the Trade on that station, and at the Peace of Amiens was most deservedly included in the list of lieutenants promoted to the rank of commander, and obtained the Guachapin brig, of 14 guns, a vessel of small dimensions, and in no respect such as could please any commander.

Captain Mackenzie continued in command of this ship during the short peace; and at the recommencement of war in 1803, sailed under the command of the late gallant Sir Samuel Hood,* to the attack on the French islands of St. Lucia and Tobago, and afterwards accompanied the armament to Surinam, where he rendered important services with the naval brigade, coming in the ship's boats with 50 men 100 miles, the Guachapin having fallen to leeward. The particulars of this capture are detailed in the following official account:—

ADMIRALTY-OFFICE, JUNE 20.

Copy of a Letter delivered at this Office by Captain Maxwell, from Commodore Hood, Commander-in-Chief of his Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq. dated on board his Majesty's Ship Emerald, in Surinam River, the 6th of May, 1804.

SIR,

I have the honour to inform you, I arrived off this river in the Centaur, with the Pandour, Serapis, Alligator, Hippomenes, Drake, Unique armed schooner, and transports, having on board near two thousand troops, under Major-general Sir Charles Green, on the 25th ultimo, after a passage of twenty days from Barbadoes, when immediate measures were taken to send a division of the army, of about seven hundred men, to land at Warapa

* *Vide* portrait and memoir of Sir Samuel Hood, vol. xxii. p. 1.

Creek, under the command of Brigadier-general Maitland, the direction of which was left to Captain Shipley, of the Hippomenes, who, with that sloop, a transport, and three armed vessels, landed the troops on the night of the 30th, assisted by Captain Mackenzie, of his Majesty's sloop Guachapin, who had with great zeal quitted his sloop fifty leagues to leeward with all her boats, on finding from baffling winds and currents she could not get up.

That no time should be lost, Brigadier-general Hughes was ordered on board the Pandour, to endeavour to gain possession the next night (26th) of Braam's Point, and instructions sent to Captain O'Brien, then lying off the Bar in the Emerald, to carry this service, in concert with the Brigadier, into execution: he, with his usual intrepidity, lost not a moment, but as the tide flowed, pushed in over the bar, and anchored close to the battery of seven 18-pounders, followed by Captains Nash and Ferris, in the Pandour and Drake. The fort commenced a brisk fire on the Emerald, but was silenced by a few broadsides, after the ships had anchored, without any loss on our side: in it were captured forty-three officers and men, three of whom were wounded.

Not being able to approach nearer in the Centaur, the General and myself the next morning removed to this ship at the entrance of the river, and having summoned the Colony, the answer was received, containing a refusal of the terms. The moment therefore the tide served, every effort was made to get up the river, which, from the shallowness of the water, was very difficult, the Emerald having passed through the mud in three feet less than she drew, and it was not till last night we were enabled to get her to this station near the forts, from the lowness of the tides.

The officers of engineers having explored the road through the woods, close to the battery of Friderici, which communicated with Leyden Redoubt, an attack was made on the morning of the 30th, by a detachment of troops under Brigadier general Hughes, conducted in the boats by Captain Maxwell, of the Centaur, and Captains Ferris and Richardson: they landed at Plantation Resolution, and after a tedious march through woods and swamps, the Brigadier and detachment, accompanied by the two first-named captains, with some officers and about 30 seamen, carried the battery of Friderici; and though the enemy blew up the magazine, by which many of our brave people suffered on entering the work, they were not delayed in passing a causeway of 700 yards, with five pieces of cannon bearing thereon, and carried the redoubt of Leyden in a few minutes. The gallant conduct of the Brigadier, his officers and men, will no doubt be sufficiently set forth by the Major-general; but it is impossible to do justice to their merit; and the Brigadier has spoken in the handsomest terms of Captain Maxwell, who commanded the seamen, and Captain Ferris, who led on with the advanced party, as well as all the officers and

men; and Captain Richardson, left ready to support them in the boats, gave every aid to secure the posts.

I subjoin a list of killed and wounded. Amongst the number belonging to the Centaur, I am sorry to add, is Lieutenant Smith, mortally; Lieutenants King and Henderson, severely; and Mr. Shuldem, midshipman, killed; Lieutenant Brand, of the Unique, is also severely wounded.

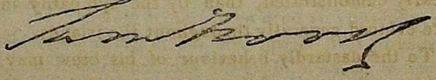
Brigadier-general Maitland having come down the river Commowina, and the ships all got up near Friderici, with the troops advancing, and the enemy's communication nearly intercepted by the activity of our armed boats, as well as provisions, stores, and cannon, prepared for attacking Fort New Amsterdam, yesterday the Batavian Commandant, Lieutenant Colonel Batenburg, thought proper to send a flag of truce, when a capitulation was soon after signed.

Commodore Bloys Van Treslong, on our claiming the surrender of the ships, entered into the terms. He had placed the Proserpine, of 32 guns, 18-pounders, near to Fort New Amsterdam, and extended a line of defence across the river, with the Pylades corvette, of 18 guns, at the other extreme, about a mile above the redoubt Purmurent; three merchantmen in the centre, from 8 to 12 guns, and a schooner, of 10 guns, employed to reconnoitre and cover the shore at Voorburg, should our troops have attempted to advance by that side, beside 7 gun-boats stationed as occasion required.

The indefatigable zeal of Captains O'Brien and Nash, in arranging and forwarding the supplies, and Captains Maxwell, Ferris, Waring, and Richardson, in giving aid to the army, as well as Captain Kempt, agent for transports, claims my warmest applause; as does that of Captain Shipley, in landing Brigadier-general Maitland's division; and Captain Mackenzie, for his services with fifty seamen, in aiding that part of the army on their route from the Warapa Creek. It is with much satisfaction I relate, that the co-operation of the army and navy, employed on this expedition, has been carried on with an eager emulation to assist each other, which indeed could but be expected from the cordial measures adopted by Major-general Sir Charles Green.

Captain Maxwell will have the honour to deliver this despatch; and from the able manner he has conducted himself, as my captain, will, I am confident, give their Lordships every satisfactory information.

I have the honour to be, &c.



List of Killed and Wounded.

Centaur.—1 midshipman and 2 seamen, killed; 1 lieutenant mortally wounded (died the following day); 2 lieutenants and 2 seamen, severely, and two seamen slightly wounded.

Drake.—1 boatswain, killed.

Pandour.—1 seaman, slightly wounded.

Unique.—1 lieutenant, severely wounded.

Total.—5 killed, and 8 wounded.

On the surrender of this important settlement, Captain Mackenzie had the satisfaction of getting a better ship, by his appointment to the Pylades, Dutch sloop, of 18 guns, one of the prizes. He had, however, to find a crew, and unfortunately obtained a very indifferent one, composed of all nations and descriptions of men. With this motley crew he fell in with one of the largest and finest privateers out of Guadaloupe, called the Buonaparte, of 18 guns, and 200 men, which had done immense mischief to the British trade in those seas. He was at this time cruising between Guadaloupe and Antigua, and had disguised his ship as a Guineaman; the stratagem succeeded, the privateer ran right on board of him, and Captain Mackenzie's plans being laid, after firing one broadside, he called to his crew to follow him, and entered the Buonaparte, sword in hand, but sorry are we to say, was accompanied only by his officers and ten gallant seamen. With this small force, however, he gained a footing, but the enemy finding his force so small, rallied, and soon drove them overboard. Their gallant captain, pierced with no less than eleven wounds, was thrown senseless on his own deck, by his faithful coxswain, and the privateer got away before any fresh attack could be made, which, however, was impossible, the Pylades having lost her officers.

It was long doubtful whether Captain Mackenzie would survive the effects of this disappointment, and his severe wounds, one of which in the head was thought very dangerous. The value of his services, and the estimation of his character, could not be more clearly demonstrated, than by the sympathy and concern for his fate evinced generally throughout the islands.

To the dastardly behaviour of his crew may be attributed the unfortunate result of the action; but little could be expected from

such a set of unprincipled hirelings. With such a company, vain must be the most illustrious example of bravery in any commander —nothing but the most sordid interest binds them—those feelings of honor, of character, of attachment to their commander, and the interests of their country which influence the regular-bred British seaman, are never found to exist in the casual mercenary; and the commander who risks an action with such a company, engages under fearful odds, for all who is not with him is against him.

Captain Mackenzie at length recovered, and was soon afterwards posted into the Carysfort frigate, of 28 guns, vacant by the death of Captain Fanshaw, son of the respected Commissioner. Thus we find this brave officer, after twelve years of unremitted toil and distinguished service, in possession of that reward so gratifying to every officer in the naval service, as the stepping-stone to its highest honours. Of him it may be truly said, *suam fortunam finxit*. About this time, we believe, Captain Mackenzie married a lady of Antigua.

The first service he performed after obtaining post rank, was, without any order, or direction, and from pure zeal for the interests of his country, the convoying to England the Antigua ships, at the time when the Rochefort squadron appeared in the West Indies in the year 1805. For this important service he received thanks, and a piece of Plate from the Committee at Lloyd's Coffee-house, and immediately returned to his station.

In the year 1806, Captain Mackenzie captured a fine French brig of war, after a long chase of 36 hours, in which capture, toward the conclusion of the action, the Agamemnon, of 64 guns, commanded by Sir Edward Berry, assisted. The particulars of this affair were given in the following official despatches:—

Copy of a Letter from Rear-admiral the Honourable Sir Alexander Cochrane, Bart. Commander-in-Chief of his Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq. dated at Barbadoes, the 30th March, 1806.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, copy of a letter from Sir Edward Berry, captain of his Majesty's ship Agamemnon, giving an account of the capture, by that ship and the

Carysfort, of La Lutine, a very fine brig corvette, of 18 guns, and 100 men, from L'Orient, with despatches for Martinique.

I have the honour to be, &c.

Alex. Cochrane.

SIR, *His Majesty's Ship Agamemnon, at Sea, March* 24, 1806.

I have the honour to acquaint you, that this morning at daylight (Martinique bearing S. 81° W. distance 170 miles), two sail were seen to windward, evidently a frigate in chase of a brig, steering large under a press of sail. Captain Mackenzie, of the Carysfort, soon made himself known to me by signal, and that the chase was an enemy; the Carysfort having been in chase thirty hours, and by the greatest perseverance and attention kept sight of her the whole night, the enemy manœuvring in a masterly style the whole time. At half-past seven, finding she could not cross us, she surrendered, and proved to be the French national brig La Lutine, Monsieur Crocquet Dechauteurs, commander, from L'Orient, bound to Martinique, out thirty-three days, and had not made any capture; she is a remarkably fine vessel, quite new, mounts 18 guns, two of which were thrown overboard in the chase, is well appointed in every respect; sails uncommonly fast, and is, in my opinion, well calculated for his Majesty's service.

I have, &c.

E. Berry, Captain.

The Honourable A. Cochrane, Rear-admiral of the White, &c. Barbadoes.

Having again returned to England in the following year, the Carysfort was paid off, and Captain Mackenzie remained for some time on half-pay. Toward the latter end of the year 1806, he was appointed to the Champion, of 24 guns, the command of which he retained but for a short time, being commissioned to the Venus, of 38 guns (Danish), in the command of which he continued until the termination of the war. During the time that he commanded this ship, she was actively employed in the Baltic, North Sea, and Leeward Island station; and it may be justly said of this most excellent officer, that none have served more constantly and zealously, and few have shewn instances of more daring courage and enterprise than Captain Mackenzie. He stands high on the list of naval heroes, and whenever war shall again summon him to command, we have no doubt of his obtaining fresh and unfading laurels.

NAUTICAL ANECDOTES AND SELECTIONS.

NELSON'S PILLAR.

THE interesting spectacle of laying the first stone of a Naval Pillar on Yarmouth Denes, to commemorate the victories of the immortal Nelson recently took place. The procession moved to the site chosen for this national memorial of British heroism in the following order:

Constables, Flags, Band,
Mayor and Corporation, Officers of the Navy,
Model carried by Sailors,
Flanked by Sailors carrying Flags,
Architect and Secretary, Committee, Flags, &c.

The first stone was laid by Colonel Wodehouse, as Chairman of the Committee. The day being fine, rendered the sight truly animating. In the stone was placed a plate, on which was engraved a Latin inscription, written by Mr. Serjeant Frere, the learned Master of Downing, of which the following is a translation:—

HORATIO, LORD NELSON;
Whom as her first and proudest Champion in Naval Fight,
Britain honoured, while living, with her favour, and, when lost, with her tears;
Of whom, signalized by his triumphs in all lands,
The *whole Earth*
Stood in awe, on account of the tempered firmness of his counsels,
And the undaunted ardour of his courage;
This great man *Norfolk*
Boasts her own, not only as born there of a respectable family,
And as there having received his early education,
But her own also in talents, manners, and mind.
The glory of so great a name,
Though sure long to outlive all monuments of brass and stone,
His fellow-countrymen of Norfolk have resolved to commemorate
By this column, erected by their joint contributions.
He was born in the year 1758,
Entered on his profession in 1771,
And was concerned in nearly 150 naval engagements with the enemy;
Being conqueror, among various other occasions,
At Aboukir, August, 1798;
At Copenhagen, April, 1801; and
At Trafalgar, October, 1805;
Which last victory, the crown of so many glorious achievements,
He consecrated by a death
Equally mournful to his country, and honourable to himself.

LAMENTABLE DEATH BY A SHARK.

[From the Ceylon Gazette, May 17, 1817.]

It is with much concern we communicate to the public a very shocking event which happened on the evening of the 11th, near Columbo. A party of seven young gentlemen had been walking among the trees, near the sea, about two miles south of the fort; between five and six o'clock they sat down on the shore, without any previous intention of bathing, when Mr. May, of the Ordnance Civil Department, went into the water, and was soon followed by several others. Mr. May was an excellent swimmer, and plunging into the nearest surf, he did not rise till he was some way beyond it. After playing about a short time, he struck out into deeper water, when Lieutenant Gray, who was within the surf, and aware of the danger from sharks, called out to him not to go any further; at that moment the swell of the surf, hid him from Mr. Gray, but some of the party who were standing higher on the shore, saw him on a sudden struggle and sink. He rose again directly, and cried out—"A shark, a shark—no joke, no joke—upon my honour I am bit!" but did not seem much hurt, for he swam with great strength towards the shore. Lieutenant Gray rushed forward to his assistance, and just as they were near meeting, the shark seized him again, but he was not pulled under water, and only cried out—"I am bit, I am bit." Mr. Gray then got hold of him, and at that moment he saw the shark make a third attack. They were now near the shore, and Mr. Gray, with the assistance of another young man, succeeded in getting him on dry land. He had sunk upon his knees as they were supporting him, and was endeavouring to speak, but could only utter convulsive, inarticulate sounds. They thought he was fainting, and got him some water, which they pressed him to drink; he raised his head, opened his lips, and attempted to swallow, but instantly sunk down again, and expired without a groan. The whole of the flesh, with all the blood vessels, was torn away from the back of his left thigh, for a considerable space above the knee. The laceration was so dreadful, that Mr. Martin, the surgeon, who hastened to see him on hearing of the accident, declared that it would have been impossible to save him, had he been upon the spot. The great effusion of blood must have produced immediate death. He did not in fact survive two minutes. It is probable the fatal wound was given in the second or third attack, when Lieutenant Gray saw the ravenous monster in the act of seizing his unhappy victim. The shark appeared to be rather small, with a large head, but the water was so discoloured with blood that it could not be distinctly seen. William Turville May was only twenty-two years of age: he came to Trincomalée in the Chapman, on the 17th October, 1815, and arrived at Columbo on the 29th November following.

LIEUT. KOTZEBUE'S DISCOVERY IN THE RUSSIAN SHIP RURIK.

Petersburgh, Oct. 31, 1817.

The following is an abstract of the report of Lieutenant Kotzebue, to the Chancellor, Count Romanzow:—

"In consequence of instructions given to Lieutenant Kotzebue, he was to sail in the summer of 1817, to Norton Bay, to make a voyage into the interior of North America. Conformably to those instructions, Lieut. K. sailed on the 17th of July, 1817, from the port of St. Peter and St. Paul, for the above-named Bay. The wind was so favourable on the passage, that on the 26th he arrived at the Isle of St. Lawrence, about two degrees south of Behring's Straits. As there remained sufficient time to go into Norton Bay, he resolved to enter Behring's Straits, if circumstances favoured him in that respect. He could not, it is true, flatter himself that he should be able to go farther north than Captain Cook, but he wished more nearly to observe the coast of America. He entered Behring's Straits on the 30th of July, with a favourable wind, and cloudy weather; and the next day he found himself off a bay which he wished to examine; but the great number of shallows and the want of canoes, with which he had not provided himself, obliged him to give up that research until next year. He continued his course along the coast of America, keeping as near to it as possible; and on the 1st of August he discovered a passage, into which he entered, and to which he perceived no boundaries; it was only after having navigated for two days that he saw land. Lieut. K. employed more than fifteen days in exploring that great bay, in the hopes of finding in it the mouth of some river. The inhabitants, who came to reconnoitre him in canoes, and who conducted themselves most amicably towards the Rurik (his ship's name), although they appeared very warlike, being all armed, pointed out to him a little bay, where, according to their report, he would find a canal, which would conduct him to the open sea; but it required, they said, a navigation of eight days before he could reach the sea. He examined that to which he gave the name of Good Hope, and found the mouth of a small river, but it was navigable only for canoes, and into which he consequently could not enter. From the number of canoes which he found at the entrance of the great bay, the country must be well peopled. Lieut. K. gives, in his report, a very favourable description of the inhabitants. They are tall, strong, and well made, and appear to have acquired a greater degree of civilization than the inhabitants of the middle part of the North West Coast of America.—They learned in the Bay of St. Lawrence, upon the coast of Asia, where the Rurik anchored, that the Ischuktches, who inhabit that coast, are in a state of habitual hostility with their American neighbours; but that they barter with the Ischuktches, who inhabit a more distant country, and who receive iron, tobacco, and coral, in exchange for their skins. A stormy and very cold season forced this Officer to quit this bay, and to return to the South, resolving to pursue his discoveries next year. He then sailed to New Albion, where he was kindly received; from the Spanish Governor of San Francisco he experienced the greatest attention and kindness, and had his vessel re-victualled.

MINUTES TAKEN ON BOARD H.M. SHIP CAPTAIN, OF 74 GUNS, COMMODORE NELSON, ON THE 14TH FEBRUARY, 1797.

At 1, P.M. the captain having passed the sternmost of the enemy's ships which formed their van, and part of their centre, consisting of seventeen

sail of the line, they on the starboard, we on the larboard tack, the admiral made the signal to tack in succession; but Commodore Nelson perceiving the Spanish ships all to bear up before the wind, or nearly so, evidently with an intention of forming their line, going large (joining their separated divisions, at that time engaged with some of our centre ships, or flying from us) ordered the ship to be wore, and passing between the Diadem and Excellent, at a quarter past one o'clock was engaged with the headmost, and of course leeward of most of the Spanish division; the ships known were the Santissima Trinidada, of 126; San Joseph, 112; Salvador del Mundo, 112; San Nicholas, 80; another first rate and a 74, names not known. We were immediately joined, and most ably supported, by the Culloden, Captain T. Troubridge. The Spanish fleet not wishing, it is supposed, to have a decisive battle, hauled to the wind on the larboard tack, which brought the ships afore-mentioned to be the leewardmost and sternmost ships in their fleet. For near an hour did the Culloden and Captain support this apparently, but not really unequal, contest; when the Blenheim passing between us and the enemy, gave us a respite and sickened the Dons. At this time the Salvador del Mundo, and San Isidro, dropped astern, and were fired into in a masterly manner by the Excellent, Captain Collingwood, disdaining the parade of taking possession of beaten enemies, most gallantly pushed up with every sail set to save his old friend and messmate, who was, to appearance, in a critical state; the Blenheim being a-head, and the Culloden crippled and a-stern, the Excellent ranged up within ten feet of the San Nicholas, giving a most tremendous fire; the San Nicholas luffing up, the San Joseph fell on board her, and the Excellent passing on for the Santissima Trinidada the Captain resumed her station a-breast of them, and close along side; at this time, the Captain having lost her fore-mast, not a sail, rope, or shroud, left; her wheel shot away and incapable of future service in the line or in chase, the Commodore directed Captain Miller to put the helm a-starboard, and calling for the boarders, ordered them to board. The soldiers of the 69th regiment, with an alacrity which will ever do them credit, and Lieutenant Pearson of the same regiment, were amongst the foremost on this service. The first man who jumped into the enemy's mizen chains was Captain Berry, late Commodore Nelson's first lieutenant (Captain Miller was in the very act of going, but the Commodore ordered him to remain) he was supported from the spritsail-yard, which hooked in the mizen-rigging of the enemy. A soldier of the 69th regiment having broke the upper quarter gallery window jumped in, followed by Commodore Nelson and others as fast as possible. We found the cabin door fastened, and some Spanish officers fired their pistols; but having broken open the door the soldiers fired, and the Spanish Brigadier, (commanding with a distinguishing pendant) fell, as retreating to the quarter-deck, on the larboard side near the wheel. Having pushed on the quarter-deck, the Commodore found Captain Berry in possession of the poop, and the Spanish ensign hauling down. He passed with his people and Lieutenant on the larboard gangway to the forecastle, where he met two or three Spanish officers, prisoners to the seamen, and they delivered him their swords.

At this moment a fire of pistols or musketry opened from the admiral's stern-gallery of the San Joseph. The commodore directed the soldiers to fire into her stern, and calling to Captain Miller, ordered him to send more men into the San Nicholas, and directed the people to board the first rate, which was done in an instant, Captain Berry assisting Commodore Nelson into the mizen-chains; at this instant a Spanish officer looked over the quarter-deck rails, and said they surrendered; from receiving this most welcome intelligence it was not long before the commodore was on the quarter-deck, when the Spanish captain with a bow presented him his sword, and said the admiral was dying of his wounds below; being asked, on his honour, if the ship was surrendered, he declared she was; on which the commodore gave him his hand, and desired him to call to his officers and ship's company and tell them of it, which he did: and on the quarter-deck of a Spanish first rate (extravagant as it may seem) did Commodore Nelson receive the swords of vanquished Spaniards, which as he received he gave to William Fearney, one of his barge-men, who put them, with the greatest *sang froid*, under his arm. Commodore Nelson was surrounded by Captain Berry, Lieutenant Pearson of the 69th regiment, John Sykes, John Thompson, and Francis Cooke, all old Agamemnons, and several other brave men, seamen and soldiers. Thus fell their ships—with glory to the conquerors.

N.B. In boarding the San Nicholas, we lost about 7 killed and 10 wounded; and about 20 Spaniards lost their lives by a foolish resistance. None were, I believe, lost in boarding the San Joseph.

TABLE OF CHARGES OF GUNPOWDER ADAPTED FOR SEA SERVICE ORDNANCE.

Nature.		Service.		Saluting.		Scaling.		
		lb.	oz.	lb.	oz.	lb.	oz.	dms.
Guns	42 Pounders	14	0	10	8	3	8	0
	32	10	11	8	0	2	10	10
	24	8	0	6	0	2	0	0
	18	6	0	4	8	1	8	0
	12	4	0	3	0	1	0	0
	9	3	0	2	4	0	12	0
	6	2	0	1	8	0	8	0
	4	1	6	1	0	0	5	5
	3	1	0	0	12	0	4	0
	2	0	0	0	8	0	2	11
	1	0	0	0	4	0	1	5
	1½	0	0	0	2	0	0	11
Carronades	68 Pounders	5	12	5	12	2	14	0
	42	3	8	3	8	1	12	0
	32	2	10	2	10	1	5	0
	24	2	0	2	0	1	0	0
	18	1	8	1	8	0	12	0
	12	1	0	1	0	0	8	0

ENGLISH MISSION TO ASHANTEE, IN AFRICA.

The recent dispute which brought the contending armies of the Fautess and Ashantees, the rival nations of the gold coast down to our settlement at Cape Coast Castle, and for some time threatened the safety of the establishment there, may, it is hoped, eventually prove of considerable benefit to the British interests in that quarter. The judicious measures of defense adopted by the governor, and the well supported neutrality of the settlement, had impressed the conflicting parties with sentiments of high respect for the superior discipline, and other advantages of civilization, which they witnessed; and on the termination of the contest, the victorious Ashantees in the name of their Prince, expressed their ardent desire for the immediate establishment of a direct intercourse between their kingdom and Cape Coast, to which the prejudices of the intermediate natives, now reduced to submission, had hitherto opposed the most formidable obstacles. With a laudable activity the African Committee in London have availed themselves of a disposition so favourable to the interests of the Company, and with the sanction and assistance of his Majesty's Government, a mission was appointed early in the present year, under the superintendence of Mr. Borodich, a young man already employed in the confidential service of the Company, and eminently qualified, by the most distinguished talents and attainments, for such an undertaking. This mission has for its object not only the establishment of commercial intercourse, but also a close and scientific observation of a country hitherto so little known; and, from the abilities of the gentlemen engaged in it, it is expected to afford much valuable assistance to the expedition sent out under the direction of the late Major Peddie, which is at present moving in nearly a parallel line with it. We are now happy to announce the safe arrival of Mr. Borodich and his little party at Cummazee, the Ashantee capital, situate about 190 miles from Cape Coast Castle, after a fatiguing journey of many days; but as it is probable the proceedings of this interesting mission may, ere long, form the subject of some public report from the African Committee, we do not, in the present early stage of its progress, feel justified in offering to our readers more than the following extract of a letter, just received in this country from one of the travellers, and dated from Cummazee in the begining of June last.

Extract of a Letter from Cummazee, dated in June, 1817.

"Our journey hither by roads almost impassable, and through wilds seldom traversed (having in our passage through one forest been four days deprived by its impervious foliage of the light of the sun), has been additionally lengthened by the indisposition of one of our party on the road, and our detention within thirty miles of this place a whole week during the deliberation of the King on the propriety of our admission into his capital. We are, however, at length safely arrived within Cummazee, and have scarcely yet recovered from our surprise at the grandeur and decorum which it exhibits. The limits of my time will not permit more than a hasty description of a few of the leading objects which have here

arrested our attention. On our entrance into the city, containing a population of 200,000 souls, we were most graciously received in full state by the King, who we find to be a Prince liberal in his sentiments, dignified in his deportment, and of a generous disposition. His court is most splendid, and when he appears in state, he is usually attended by 2,000 persons; among his numerous attendants, we notice his cook, who is preceded by a massy service of plate. Our reception was highly flattering. After saluting his Majesty, we passed along a line of vast extent, consisting of the caboseers of the countries and towns tributary to Ashantee and their troops, and were then placed beneath a large tree to receive their compliments in return; the whole ceremony of introduction lasting from two till eight o'clock. Our party has been also honoured with a visit by the mother and sisters of the King; they are women of dignified and affable manners, and appear totally free from that curiosty common to the lower classes of the natives; the easy and elegant manner in which they were ushered in and out of our abode by the Captain in waiting, might have raised a blush in many a modern European Courtier. A short sketch of the palace and its decorations may not be uninteresting. On our first visit we waited, according to the custom of the place, a considerable time in one of the outer-courts. The buildings consist of a variety of oblong courts, and regular squares, the former presenting arcades along one side, some of round arches symmetrically turned, having a skeleton of bamboo; the architraves and bases exuberantly adorned with very bold fan and trellis work of Egyptian character; they have a suite of rooms over them with small windows of wooden lattice, of intricate but regular carved work, and some with frames of *gold.* The squares have a large apartment on each side, open in front, with two supporting pillars, which break the view, and give it all the appearance of the proscenium of the stage of the older Italian Theatres: they are lofty and regular, with cornices of a very bold fan work in alto relievo; a drop curtain of curiously plaited cane suspends in front, and in each we observed splendid furniture—such as chairs embossed with *gold,* stools and couches of rich silk, or scattered regalia. The most ornamented part of the Palace is that appropriated to the women—we have passed through it once. Except two open doorways, the fronts of some of these apartments are closed by pannels of curious open carving, conveying a striking resemblance at first sight to a florid Gothic screen; one front was entirely closed, and had two curious doors of a low Saxon arch, and strengthened or battened with wood work, carved in high relief and painted red. Doors chancing to open as we passed through this quarter of the Palace, surprised us with a glimpse of large apartments in corners we could not have imagined—the most secret appearing the most superb. In our daily course through the palace there is always a delay of several minutes before the door separating the squares is opened; the inmost square is the council chamber. To day, after a delay of nearly an hour (which seems an indispensable ceremony) in the outer court, where we were amused with a constant variety of parade and bustle from the passing to and fro of the different dignitaries and their retinue, we were conducted to a large inner court, where the King,

encircled by a varied profusion of insignia, even more sumptuous than we had yet witnessed, sat at the end of two long files of counsellors, caboseers and captains. They were all seated under their umbrellas of scarlet or yellow cloth, silks, shawls, cotton of every glaring variety, and decorated with carved and golden pelicans, panthers, baboons, crescents,&c. on the top; their shape generally that of a dome. Distinct and pompous retinues were placed around with gold elephant tails to keep off the flies, gold-headed swords, embossed muskets, and many other splendid novelties, too numerous for insertion. Each chief was supported by the dignitaries of his own province to his right and left, and it was truly concilium in concilio. We have observed only one horse here, which is kept by the Chief Captain more for state than use, the great people all riding bullocks. The presents from the Company to his Majesty called forth a surprise, only equalled by his warm and dignified acknowledgment of them; his feelings are evidently most auspicious towards us, and we have only to dread the jealously of the Moors, many of whom are tributary to this Monarch; or the intrigues of other neighbours, more dangerous, as they are more civilized and artful.

MUTINY ON BOARD THE DANISH BRIG ESPERANCE.

The following are extracts of letters on the above subject:—

"Arrived the Danish brig Esperance, late Captain Jens Nielson Holst, from Hamburgh, bound to Messina, and remains. When off Beachy-head, the crew hove the master and chief mate overboard. The vessel is now in charge of Deal boatmen.

"The Danish brig Esperance, of Hamburgh, from Hamburgh to Messina, in ballast, late Captain Jens Nielson Holst, was brought in here [the Downs], by a Deal boat, the crew having murdered the captain and his mate off Beachy-head, and thrown them overboard."

From another letter we learn that the mate was the captain's son. The mutineers only spared the life of the second mate, on condition of his taking an oath never to divulge their criminality; and to take the vessel to the Dutch coast, where it was their intention to run her on shore, strip her of every thing valuable, and to abandon her. The instant the Deal boat went along-side, the second mate jumped on board, begged of the crew to safe his life, and related the whole transaction. The boatmen conducted the vessel, without resistence, into the Downs; and all but the second mate were put on board the Severn frigate.

NAVAL NOVELTY.

On the 2nd of November, a trial was made on Lake Posiano, with a ship the invention of Mr. Lacatille, of Venice, which is safe from sinking, and is impelled without sails, oars, or steam. This kind of vessel is said to be in many respects far superior to steam boats, particularly in point of safety, and the sparing of fuel and of human labour. This vessel goes backwards and forwards, turns in every direction, and stands still at the will of the person who guides it, all by the labour of two persons, who put in motion a machine of a very ingenious construction.

CORRESPONDENCE.

The gallant Faulkner, &c.

MR. EDITOR, *11th November*, 1817.

ALLOW me to call to the recollection of your Naval Readers the following inscription, which records the fall of the brave Faulkner, whose monument is placed in St. Pauls.

This Monument was voted by his Country
To CAPTAIN ROBERT FAULKNER,
Commander of H. M. Ship Blanche,
Whose ancestors have, without cessation,
Served with glory in the British Navy*
For nearly two centuries;
And,
Who himself fell on the 5th January, 1795,
While engaging the La Picque,† French frigate,
of superior force,
Which was captured by La Blanche.

The sword of this‡ truly brave officer, equally gallant and accomplished, was given to the son of the late Admiral Jonathan Faulkner, uncle to the Captain of the Blanche. This fine young man has been in the navy eleven years; is a lieutenant of 1813, and, I trust, will be cherished and protected by his country as the *last of the gallant race of Faulkner.* I hope, in due time, the Board of Admiralty will promote *him* for the sake of those relatives that *went before him,* and pointed out to him the path of honor and of victory; to which, I doubt not, he will also one day lead. Let me also observe, that Mr. Bulkeley, the aid-de-camp of the heroic Nelson, and who attended him in his last moments, still remains *a lieutenant.* As an elevé of his lordship, the country ought surely to adopt him, if possessed of merit, of which his former patron was so excellent a judge.

I am happy to observe, that *every exertion* is making, and is to be continued, for repairing and replacing the worn-out ships of the navy. Undoubtedly our navy must be *rendered* and *kept* efficient, and too much attention cannot be bestowed on such an important object; I am hopeful, therefore, that there will be no difference of opinion as to the propriety of granting the adequate supplies for carrying it into effect, as I should be sorry to see the wishes and intentions of the Board in the least thwarted, so far as concerns rendering *our Naval Arm fully efficient.*

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* His uncle commanded the Bellona, and fought a famous action off the rock of Lisbon with a French 74, which he took.

† Sir David Milne was 2nd Lieutenant, and took possession of the prize; he is an elevé of Admiral Cornwallis.

‡ Bred up under the wing of the gallant and veteran Cornwallis. Mr. Wellesley Pole and he were the captain's aids-de-camp in the Lion.

With respect to the Breakwater at Plymouth, it is allowed to be a most useful and important work, a great improvement and safeguard to the anchorage there. Perhaps, the money expended on the Caledonial canal, would have turned to more account if laid out in finishing this great national undertaking first. It is, however, certainly true, as Sir J. Hope remarked in reply to Sir C. Pole, who wished the same sum continued, that as much work will be done this year for *half* the money; I confess, for my part, I should have been glad to see at least the same sum, or a little more, voted, in order to employ a *double number of hands*, when labour is so cheap, and employment so difficult to be obtained. I can, however, see the difficult situation of ministers; they are told by some, reduce every thing to the lowest possible scale; by others, again, are asked, why does not Government employ more hands? they say very justly, *how* are we to please *both* parties. I would answer, by conforming to both *only* in as far as the good of the country will allow.

In my opinion, as I have before remarked, our Naval establishment is *already too low*, even for a state of peace confirmed by time; and I think if Government *can* employ the poor and industrious at such a crisis, without resisting too much the wishes of the country for retrenchment, which must so far be listened to, they ought not to neglect to do so; the difficulties of ministers are indeed neither few nor small, and I do not think are properly estimated or regarded by many, who would, perhaps, find it much easier to condemn their measures, than to devise better, if in their situation.

Albion.

On registering the Services and Claims for promotion of Naval Officers.

MR. EDITOR, *Oct.* 15th, 1817.

I AM sure the information contained in your Number for August, relative to the register of Naval Officers' services, as intimated by Mr. Croker's circular, must have been perused by all ranks with the greatest pleasure and satisfaction; and I doubt not, the navy consider themselves obliged to their zealous advocate, "*A Friend to Naval Merit,*" for his persevering efforts in their behalf. Whether this step shall be attended with any general promotion or not (and I am hopeful the Princess Charlotte's *accouchement* will furnish a fit occasion), the noting the claims of naval officers, and keeping registers of their services, is certainly a great improvement, and it is only wonderful, how a measure of such justice and obvious necessity could have been so long delayed, with the excellent example of the system followed at the Horse Guards before their eyes. I trust, the good effects of this measure will soon be felt and seen, by the employment and subsequent promotion of these officers, who consider themselves neglected, or whose claims have not hitherto met the eye or

ear of official men, in such a shape, as to ensure that protection which *ought* always, and which so often (I rejoice to be able to state this fact), *has* been bestowed on modest merit and daring courage.

It is truly gratifying, Sir, to find that the Board of Admiralty is not only diligently employed in repairing and rebuilding our navy, but also in improving it in other respects, by redressing those grievances which have unavoidably crept into our naval system, and prevailed during a period of long continued and active warfare; and every well-wisher to their country and to the navy will rejoice to see their utmost attention and best exertions continued in finishing this most necessary and most important work, on which the safety of England so mainly depends.

Mentor.

Retirement for Old Officers of the Navy.

MR. EDITOR, *20th Oct.* 1817.

I HAVE heard much praise bestowed on the new Naval Regulations, as promulgated in the order of the Council of 1st January last, and so far as they extend, perhaps much credit may be due to the Admiralty Board, from whom they emanated: but, I cannot help considering them (as I observe your zealous Correspondents, Mr. Urquhart and Nestor do), very limited, and by no means complete. I was in hopes, Mr. Editor, after all that has been said and acknowledged on the subject, that such a favorable opportunity would not have been allowed to pass, for extending the retired lists throughout the navy. I might also say, for creating a retired list for Post Captains from the senior Commanders;—of the utility and necessity for such improved and extended lists I need at present say little, as another Correspondent, "A Friend to Naval Merit," has already urged it in the strongest and most forcible terms; but, I confess, I do feel much disappointment, that amongst these New Regulations, no attention seems to have been paid, nor any redress thought necessary, when the hardships and grievances arising from the present contracted and inadequate retired lists is so notorious, and might have been now so easily obviated. I am still, however, in hopes, that some measure of the kind I have mentioned, may be *in reserve;* and that this, and other matters of equal importance, although they have been delayed, will not be entirely forgotten. I agree with Nestor, however, that it is better to consider and advise *well,* before making any alterations, than by precipitancy to occasion too *many.* Hoping the improvement of the naval system will proceed with alacrity, although not with hurry,

I am, Sir, &c.

Triton.

On our Naval System.

MR. EDITOR, *28th Oct.* 1817.

CONSIDERING it the duty of every person who feels an interest in the Navy, much more of those professionally devoted to it, to come forward at the present period of peace and tranquillity (when improvements in our naval system are going forward), with any observations which may have a tendency to forward the good of that service, I cannot deny myself the satisfaction of occasionally addressing you on this important subject, although I am aware, that you have many Correspondents better able to communicate useful information on it.

The New Naval Regulations, which embrace several points of great consequence, must prove to every unbiassed mind, that the Board of Admiralty have begun this work of improvement in earnest, and that it is their anxious desire to follow up this good beginning, until they have made our naval code as full and our system as perfect as possible; I for one, Sir, do not feel inclined to doubt.

The parts of the system, which have already undergone revision, are first, the classification *de novo* of our ships, whereby the variety of classes is greatly diminished, much for the good of the service, all I am sure, will agree in thinking; the other is the alteration of the naval officers' pay, both as to the allotment, and mode of drawing it; and I am truly happy to observe, that a better provision is made for passed mates and midshipmen; and for that highly useful office on board ship, the schoolmasters. I regret, however, to find no extension of the retired lists of lieutenants, nor any other class of superior officers; but as I have already stated my belief, and hope, that the late regulations, embrace *only a few* of the many parts of our weather-beaten system, which require revision, and my expectation of their being followed up, by a second part, comprehending, amongst other things, the opinion and determination of the board on "a fixed system of Command", and on the great question "of Impressment." I hope the other matters will not then be overlooked.

In order to render our naval system perfect, there will certainly require to be exerted, a large portion of good sense, deep reflection, combined with that temper and spirit, which profits by the good regulations of other naval powers, while it rises superior to all prejudices, however long and deeply established:—I am rather unwilling to hold up to view the rising Navy of America, or the establishment of any other country, as models for our imitation; but I believe, I may safely recommend it to those whose province it is *to set our house in order*, not to reject what is valuable and worthy of imitation, merely because other countries may have been the first to improve, or carry useful suggestions into full effect; there is no doubt, Sir, that the naval system digested for America, and now acting upon, contains much that is worthy of notice; as they have carefully avoided our errors, and shewn themselves well acquainted with our naval means, and with the defects which existed, but which I hope, are fast disappearing in our system.

Allow me now, Sir, just to call the attention of our government, to

the importance of continuing our nautical researches in time of peace. I trust an expedition to the Pacific and South America is in contemplation, on a proper scale; we shall otherwise be left far behind, as other powers have already fitted out several ships for voyages of discovery; and no means of improving our young naval officers ought to be relinquished: indeed I can see no reason why our ships, both on home and foreign stations, should not be employed occasionally in this highly useful work; for it is observable, that almost all the naval officers in the East India Company's Service are men of great professional acquirements, and are deservedly esteemed the best navigators in the world. I can see no reason why officers in the navy should not be able to rival them, if the proper means were taken to ensure their proficiency in every branch of knowledge and science connected with their honourable profession. To encourage and protect that profession, and to anxiously endeavour to raise it superior to all narrow-minded and illiberal prejudices, must, I am persuaded, be the earnest desire of the Board of Admiralty; and I hope their exertions will be crowned with full and complete success.

Nestor.

On the Preservation of our Men of War from Decay, &c.

"I love my country and its sea-girt shores."

MR. EDITOR, *8th November*, 1817.

I perused with pleasure in your last Number, a letter from *J. C.*, on the highly important subject "of the decay of our Men of War," and feel much satisfaction in expressing my entire approbation of the sentiments and opinions therein contained; nor is it the least part of such satisfaction to be assured, that although formerly differing in opinion with this gentleman, all such difference is now happily and pleasantly removed; and I shall be sorry if our labours in the cause of Britain's wooden walls do not advance by our joint co-operation, so as hereafter to lead to a degree of improvement, if not commensurate to our desires, yet still of some importance to our country. In *J. C.*'s excellent letter, recorded in your last Number, will be found many observations which well deserve the attention of those entrusted with our naval concerns, more especially the officers connected with the Navy Board. He has, in my opinion, advanced nothing which experience has not proved the truth of; and in endeavouring to trace the causes of the *dry-rot* in our men of war, appears to have hit upon at least some of the *principal* causes which lead to this most destructive malady in our ships; it is much to be hoped, his useful efforts will be seconded by others who may have equal or superior opportunities of investigating a subject so every way important to the country; and it will be matter of much regret if this is not the case. After drawing our attention to the three great causes of dry-rot, which he assumes to be, first, the use of unseasoned timber; secondly, the practice of felling timber in the spring, instead of the winter; and, thirdly, the practice of steeping plank, instead of charring it;—he goes on to express surprise, that this

enemy of our navy should *so long* have baffled all our attempts to overcome it; and wishes to refer to the old mode of ship-building, by which, if we did not build such handsome vessels, or such good sea-boats, they were certainly more serviceable and durable ships, requiring fewer repairs, and running for double the time our newly constructed ships of war have been capable of doing. From this reference, *J. C.* wishes to ascertain, no doubt, whether in the plan *now* pursued, some unfortunate circumstance may not be found to have led to this existing evil; in pursuing this investigation, I should certainly have great pleasure in bearing a hand, and, if possible, of conducting it, so as to engage men who may be better informed than either of us on the subject; its great importance will, I hope, be the excuse of both for entering upon it in the absence of abler heads. The first question proposed by *J. C.* is, as to the *quality* of timber formerly used, and from whence it was obtained. I think it may be stated in answer to this question, that the timber *formerly* used was mostly British, which is decidedly superior to any foreign oak, in durability and other qualities. A considerable quantity of foreign wood is, I believe, now put into our men of war, which may, perhaps, account in some measure, for their earlier decay. The time of felling the timber, I presume, was optional, until within these last fifteen years, as Mr. Snodgrass, who was then much employed in the East India Company's service, and referred to by Parliament for information, particularly objected to having wood cut at any other season than during winter: but certainly the superior duration of our men of war in former times argues much in favour of the winter felling, having been pretty generally followed at earlier periods.

The time allowed for seasoning was, I should think, at all times much greater during peace than war; however, Mr. Snodgrass seems no advocate for a long period of seasoning: it is his opinion, that the wood is often decayed by being improperly stored; it should be put under cover, but subject to a proper current of air; this I believe is now done, but I rather think could not have been much the practice in former times.

Mr. S. insists, that this country should never have less than thirty ships of the line on the stocks, to be built under cover (a plan now adopted), and not to be floated out from under cover until wanted for commission. It would, Mr. Editor, occupy too much space to go over all the particulars entered into by this experienced servant of the East India Company; and, besides, the information may be had by referring to the earlier volumes of your useful work, where they will be found inserted at length. I must, however, observe, that many of his suggestions appear to have been already acted upon; and although we have the misfortune still to find the dry-rot making ravages amongst our new ships, I do certainly feel very much inclined to attribute its prevalence, not to any suggestion of his being followed, but on the contrary, to the rapid manner of running up our ships, especially those built in private yards, to the practice of employing different sorts of wood, much of it, no doubt, felled at improper seasons of the year; and as the difficulty of procuring timber was sometimes, during the war, very great, it may I think be assumed, that it was not always of superior quality, even when British oak was used; much of it was unavoidably

young wood, and although felled during the winter, must have been much less fit for ship-building than what we formerly had access to. Without, however, pretending to assert that *these* are the real causes of the rot, I must say, it appears to me surprising, as it does to *J. C.*, and I fancy to many, that the real cause of this destructive evil is still to be learned. I trust, Mr. Editor, this mystery will soon be removed, it is truly of great importance that it should. We are now preparing a *new* navy, and if it is not a durable one, it will be attended with very bad consequences in many respects; but now that ample leisure is afforded for investigation, I am sanguine in hoping it cannot much longer baffle our exertions; surely every encouragement ought to be given, and will be given to those professional men, or to any man who proves successful in throwing any light on this hitherto unexplicably dark and mysterious subject. I will at present leave it, to fall, I trust, into abler hands (*J. C.* is on deck and all is well), and proceed briefly to notice, with approbation, the persevering endeavour of Mr. Urquhart to attract the public attention to his New Marine System, which has for its great object the abolition of *impressment;* in this great cause, every man, with the proper feelings of humanity and justice, must be interested; and this great and good object must, I think, and sincerely hope, will be attained. Let me not be mis-understood, for I do not wish any thing to be *rashly* done; but after due inquiry, such as *Vigilans* recommends in your Number for October* I think there will be little difficulty in bringing it about in a safe and easy manner, both for the country and the seamen. I hope, then, the efforts of Mr. Urquhart will be seconded by all classes; and that Government and the Admiralty will be found willing to go hand in hand with the county as far as possible.

Albion.

On Naval Improvements, &c.

MR. EDITOR, *11th November*, 1817.

IT is universally allowed, that there is no subject connected with the welfare and prosperity of the British nation, which at present demands so much of the public attention, and that of our naval rulers, as the providing a *new stock of wooden walls*—I mean a new and effective navy.

That inveterate enemy to our men of war, the dry-rot, has already made great havoc amongst our newest and most beautiful ships; and if we cannot by some means discover its origin, and the prevailing causes of its continued ravages, we shall assuredly find the expense of maintaining a navy, beyond the ability even of this country, great and rich as it is. It must then be the duty of those in power, to give every encouragement to men who are inclined to devote their time and attention to the prevention of evil, from this hitherto-undiscovered enemy. Mr. Blackburn's book "on the causes of dry-rot, and the premature decay of our men of war," must, I think, be read with attention, and receive the applause it seems to merit; and it is to be hoped, the exertions of this gentleman, whose professional

* See page 298.

information appears to be very great, will not have been made in vain. I must also notice an excellent letter from J. C. in your last Number, on the same important subject, and I beg leave further to remark, that I think the man who discovers a *sure way* of preventing this great evil, well deserves a very high reward; nor can I longer suppose that he will be overlooked. In former letters I have drawn your attention, Mr. Editor, to the employment of teak wood for building our men of war; and I was the more inclined to recommend the use of *it*, at any rate, until the real and indisputable cause of dry-rot was ascertained. I observe, however, from the newspapers, that there is at present in agitation, a plan for the liquidation of the Austrian debt, or at least a part of it, by sending us ship-timber from the Italian ports; and a proper officer of the navy board has been sent to inspect and report on its quality. Certainly, it is desireable that it should prove fit for our purpose, as we should in that case, receive payment of a debt, which appears otherwise likely to be still long *outstanding*; and we should be enabled speedily to make great progress in supplying the places of those ships sold out of the service since the peace: the transportation of this timber would also be an object to our ship-owners, and if it proves fit for our purpose, must of course be preferable to the teak, which would require an outlay of money, while here we are receiving payment of a debt, and will at once be able to go to work on our new ships. In your last Number, Mr. Editor, is a letter from a Clerk in the Weather Office, from which, I am sorry to find, that I have incurred his displeasure, by asserting in a former letter, that *any change in the titles* of our naval officers, would be unimportant and trifling; on this subject, I certainly wish to give that writer and the public, every explanation in my power; but, although it might gratify *his curiosity*, the affixing my name to my opinions, would, I believe, do no good to the cause of improvement in the navy, to which, however, I do sincerely wish well; he has unfortunately forgotten to set me the example. When that letter to which the Clerk refers, was written, I had not *then* had the pleasure of seeing the New Naval Regulations, which in my humble opinion, do great honour to the Board of Admiralty; neither had I ever heard any great complaints on the inferiority of the appellations of naval officers, even among themselves; and besides, I considered it a work of difficulty to supersede the old by any more appropriate new titles; neither could I view such a change as at all having equal claims on the notice of the Board of Admiralty with others, which in my opinion, called for their best attention; such as the abolition of impressment; a new code of Naval Regulations for interior management and discipline; the encouragement of science, and professional discoveries, &c. &c. I do not, however, mean, by any means, to argue against the change which may be in contemplation, with respect to these titles; if it can happily be made so as to afford satisfaction to the officers, without being prejudicial in other respects, surely it ought to be effected; for I entirely agree with this able supporter of the rights of the navy, that the assimilation of the two services as far as possible, is as desirable as it is

just and reasonable. Most readily then, Mr. Editor, do I withdraw my opposition to this improvement, which, I trust, will have the cordial support of those in power. My doubts (for my objection was qualified), arise more from the fear of its preventing the accomplishment of *other* improvements, than from any serious objections to the measure itself. No man wishes more than I do for the prosperity and good of the service, and I trust this explanation will neither be considered too tedious nor unsatisfactory.

Neptunus.

On Impressment.

MR. EDITOR, *13th Nov.* 1817.

I AM sure very many of your readers must be forcibly struck, no less than myself, with the anxious and persevering endeavours of Mr. Urquhart, Albion, &c. to engage the public mind in the great cause of "the abolition of impressment;" and I think, also, that not a few of them must not only *wish well* to the cause (it is equally one of justice, humanity, and policy), but be ready to second with their best efforts, those of the writers in question, and of others equally disposed to advocate a new and better means of manning our men of war.

In your last Number, I am glad to see some judicious remarks from Vigilans on this subject; he suggests, that the whole subject should be referred to a Committee of both Houses of Parliament to report upon; and where the question is so fully before the nation, I should, indeed, sincerely rejoice, and hope sanguinely for success; but, I am not quite sure that government is *yet* prepared to let it take such a course, and I would therefore suggest the propriety of meetings of the merchants and ship-owners of London, being called previous to the assembling of Parliament, at which meeting, resolutions might be with great propriety entered into on the subject, and a Committee appointed to provide such information and evidence, as would be required on the meeting of Parliament; if the business went to a Committee of both houses, the members might be required to give their support; and copies of the resolutions and proceedings *circulated*, and sent particularly to the out ports, in order that the example of the metropolis might be followed. I think, Mr. Editor, that such a plan would introduce the subject to the notice of the public, *more fully* than has yet been done; and, perhaps, Mr. Urquhart, who has already done so much, and who appears determined to stand by this good cause, may think these different suggestions worthy of attention, and of being acted upon.

As he is a member of Lloyd's, he can with ease, ascertain the public feeling existing *there* on the subject, and act accordingly. I am sure his exertions will entitle him to the thanks of his profession at large, and I know of no description of men who ought to step forward in such a cause, before the British merchants and ship-owners.

Mentor.

TO THE RIGHT HON. LORD MELVILLE.

On Naval Improvements.

MY LORD, *14th November*, 1817.

AT the very moment I was preparing to address you on the subject of the New Naval regulations, the sad, the afflicting intelligence from Claremont, reached my ears; and, if I were to feel insensible to the heavy loss which the nation has sustained, which the afflicted house of Brunswick deplores, I should be unworthy of my name: but, beloved Princess—

"There have been tears, and breaking hearts for thee,"
And mine are nothing, now for thee to give,
But, when I stand beneath the fresh green tree,
Which living waves, where, thou dost cease to live,
And see around me, the wide* fields revive
With fruits, and fertile promise, and the Spring
Come forth, her work of gladness to contrive,
With all the reckless birds upon the wing,
I turn from all she brings, to her she cannot bring.——BYRON.

A few months ago, I addressed your lordship on the subject of the navy, which has now been long under your lordship's direction; and with which you must therefore be pretty accurately and fully acquainted. In that letter, I took the liberty of stating my opinions, as to its management, both *interior* and *exterior*, hoping to draw some portion of the public attention, perhaps, also, that of your lordship, to various points which I considered it of great importance should be brought under immediate consideration. Very soon afterwards, I believe, my lord, before the letter was *printed* in the Naval Chronicle, I had the pleasure of seeing the New Naval Regulations published, which do, in my humble opinion, the utmost credit to your lordship, and the board: these regulations I must observe, however, *are* limitted in their extent, and comprise only a *few* of the *many* subjects which ought, and I trust, will soon engage the attention of the board; so far, however, as they extend, they are certainly judiciously, and liberally framed; but, my lord, I am sure you must be fully aware, that whilst the great questions of impressment, and a fixed system of command, remain unnoticed, and whilst the registry of claims now happily in progress, remains without being acted upon; I mean, without any *extended retired lists* being the consequence, or any advancement in their profession, being given to old and meritorious officers—whilst these things remain to be done, I must think, and the country must also think, that the great and good work of improvement, although happily begun, and auspiciously, I trust, begun, is yet advanced only a very little way, and that many most important subjects have yet to receive the board's consideration, and *the seal* of your lordship, in another part of New Naval Regulations.

Allow me, however, to bear testimony to the activity, which I observe

* At Claremont.

is now manifested, both in fitting out frigates and sloops for foreign stations when wanted; and, also, in the building department, where orders for a great many new frigates have been recently given: but, my lord, let it be recollected, that small 36-gun frigates have now but little chance of coping with the American ships, which are so much superior in every respect. I remember a very zealous writer on this subject—Albion, in remarking on the activity of the Americans in preparing a navy, prophecied some time ago, that we should have an Ambassador from that country, sent over in a ship of the line; and, it now turns out, that he was right in saying so, as we are well assured, that the Franklin, of 74 guns, according to their way of rating, is now on her passage, perhaps, already in our harbours, with their Ambassador on board.

Surely, my lord, we ought to attend seriously to these things, and not to be idle, when all around is a busy scene of activity. If we receive payment of the Austrian debt in ship-timber, we shall soon be able to rebuild our worn-out navy; and, I trust, your lordship and the board will not cease your exertions, until a new, durable, and formidable navy has been obtained: towards this object, the country will not repine at expense, but its *greatest* enemy, the dry-rot, must, if possible be destroyed. With sincere and ardent wishes for the prosperity of the navy, under your lordship's direction,

I am your Lordship's, &c.

Britannicus.

Nelson's Monument, &c.

MR. EDITOR, *Ipswich, November 23, 1817.*

AS I know you feel a laudable and generous interest in whatever relates to the memory of one of the "first of heroes and of men," I take this opportunity of informing you, that, at a meeting holden at Norwich, on the 16th ult., it was resolved, that, instead of the ornament at first proposed, as the termination of the Nelson monument, at Yarmouth, a colossal statue of Britannia, with appropriate emblems, shall be substituted; and that, as some additional expense will be thus incurred, an application to the public for some further aid, to a very moderate amount, will be necessary.

Whilst I am upon this subject, Mr. Editor, I cannot help expressing my deep and bitter regret, at the inattention—the galling neglect—which the name of Nelson, and the fame of our naval worthies in general, have, of late years, been doomed to experience. This is the more grating to, what I must be permitted to term the *genuine* feelings of Englishmen, when we reflect that, in an undue preference to the rival branch of his Majesty's service, has originated the apathy with which, whatever relates to the navy is now regarded. It has not been always thus; and the time will arrive, when all the diplomatic skill of Lord Castlereagh, and his military colleagues, will be unable to prevent our naval protectors from regaining

their true level in the estimation of the public—from being regarded as our *chief* national supporters.

These remarks are not the emanations of a spirit of jealousy—for I have not the honour of belonging to, or of being connected with, the naval profession; nor do they arise from a feeling of envy for I love to see our military patriots honoured and rewarded: as an Englishman, I glory with them in their victories, and I sympathise with them in their defeats; but, as an Englishman, I also feel, that my country is peculiarly a naval country—and that it is to her wooden walls, and their brave inhabitants, that Britain is indebted for her existence—her safety—her greatness—and her glory.

We hear of dinners, and *fêtes*, in commemoration of the victory of Waterloo, and in honour of the Duke of Wellington; but when do we hear of a dinner, in commemoration of the battle of Trafalgar, or of a festival, "sacred to the immortal memory of Nelson?"—We must not be told, Sir, that the glories of Trafalgar were less splendid in themselves, or even less important in their consequences, than those of Waterloo. Is it then to be borne, by the sons of the ocean, that the man, who, whilst living, was the "bright and particular star" in the hemisphere of British patriotism—the "admired of all beholders"—the pride of every heart, and the theme of every tongue—should be so soon forgotten?

There are two other points, connected with the memory of our hero, upon which I never reflect without chagrin: one, that no express provision was made by Parliament for the Dowager Countess Nelson; the other, that no pension was allotted to Lady Hamilton. Against the former, calumny never breathed a whisper; and, whatever might have been the faults of Lady Hamilton, as a woman, she was entitled, for services performed, to the gratitude of the State. It is not creditable to a great nation, to allow national benefits to pass unacknowledged, or unrewarded.

I am, &c.

T. H.

"Also he bade them teach the Children of Juda the use of the bow."

MR. EDITOR, *December* 5, 1817.

THE anxiety manifested by different patriotic writers in the Naval Chronicle, that British ships of war should not again meet the American with such a disparity of force as in the late war, is highly commendable; and it may be hoped will meet with the most serious consideration by the government.

After what has happened, it would not only be blameable, but highly culpable, to risk the fame of the British naval arms, by sending ships of war to contend with those superior in size, weight of metal, number of guns, and men.

Any partial advantage gained over the arms of a people long accustomed to conquer, will always be hailed with exultation by those nations over whom they have triumphed, let them have been ever so reluctantly drawn

into the contest; let them have been ever so righteously engaged in their own defence, and in opposing the gigantic strides of an overwhelming power; and let them have been ever so moderate in their demeanour, and in the exercise of their power.

The vanity natural to the mind of man, is so prone to manifest itself in every nation, and amongst all ranks of society, that no surprise need be excited at the high towering thoughts of America, springing from her partial success over British ships of war, *called by* HER *of equal force;* but which have been proved, in the face of day, to have been every way inferior.

Will any man who has the least regard for truth, assert, that 470 chosen men are only equal to 300, more than one-half of the latter number of a description very inferior to the former?—Until this can be made evident to the common sense of mankind in general, the crews of the Guerriere, Macedonian, and Java, can never be put in the balance against those of the Constitution and the United States.

Were the truth strictly adhered to, it might not be deviating from its dictates to say, that *four hundred and seventy chosen men* are EQUAL, in EFFECT, to *six hundred* of the quality who composed the crews of the British *frigates,* which fought the American *ships of the line:* justly so denominated; for no sixty-four gun-ship in the British service can be rendered more effective for battle during fine weather; but when blowing, cannot be reckoned of half the force.

The British frigates fought twenty-eight long eighteen-pounders on their main-deck, two on their forecastle, and fourteen (or, was it sixteen?) thirty-pounder carronades, on the quarter-deck and forecastle.

The American ships fought thirty long twenty-four pounders on their gun-deck, two upon their forecastle, besides another traversing upon the quarter-deck, and twenty at the least, of forty-two-pounder carronades, upon their quarter-deck and forecastle. I shall say nothing of minor advantages. However this difference in the weight of metal may be frittered away by those who wish to exalt American prowess and skill, and to depress those of the British navy, it must be allowed by all men, in any degree acquainted with the common rules of arithmetic, that, at every broadside, the American ships must have discharged one-half more weight of metal than the British frigates.—Who will assert, that such a superiority would not give a decided advantage in equal discharges against masts, rigging, sails, hulls, and crews? The chance of doing superior injury must have been in a ratio to the superior number and weight of balls discharged, allowing the energy of the crews to have been equal; but if this be nearly doubled on the side of a superiority in number of guns and weight of metal, what an astonishing advantage must the Constitution and United States have had over the Guerrier, Macedonian, and Java?—An advantage that appears to have been little appreciated by the Americans, or designedly undervalued; and it may be in a great measure overlooked by some other nations.—I shall not enlarge on this part of the subject, as Europe, if she be inclined, may know the undisguised truth; but what has been said, is sufficient to prove, that modesty and truth would have been silent, where their opposite qualities have been vain and boasting.

We know, that often "the race is not to the swift, or the battle to the strong;" that He who "rules in the kingdom of the children of men, and giveth it to whomsoever he will," may, by the most unexpected agents, confound the wisdom and the self-imagined prowess of men.—Such lessons may have been given, to teach this nation to look to that Power who wields the sceptre of the universe, more than she may have done: to supplicate the aid of his protecting arm, manifested in the inscrutable ways of his Providence, more than she may have done: to cultivate and improve those means of self-defence and protection for oppressed nations, which He has put into her hands, more than she absolutely has done.—" Also he bade them teach the children of Juda the use of the bow."

If the disciplining and training of men on board of some British ships of war be little attended to; if the management and direction of artillery be neglected; what ought to be expected when they encounter with a motley crew, a ship of only equal capacities, but whose men are all effective, and expert in the art of war? But when opposing themselves to those every way superior, what result must be expected? Are we to expect that a miracle is to be wrought in our favour, because we have wilfully neglected those means which Providence has put into our hands?—" Also he bade them teach the children of Juda the use of the bow.—O, Israel, thou art fallen in thine high places!"

Being arrived at a certain point in our naval contests, we have evidently before our eyes, as a nation, the Americans looking forward to the time when they think they shall be able to dispute the empire of the ocean with Great Britain; and however much they may overlook certain items that must be eventually taken into the calculation, ought we therefore to be supine? Ought we then, because of our present naval superiority, to despise such pretensions? This would be absurd and weak in the extreme.

When the day shall arrive, which both countries ought to deprecate, when Great Britain shall again be called upon to invest with her naval power the sea coast of the United States, let it be with ships every way adequate to cope with those of the same nominal force; nor let the honour of the nation be sacrificed at the shrine of niggardly conceptions, and paltry savings, denominated by their pitiful advocates, ECONOMY; but which are, in truth, the most wasteful expenditure; inasmuch as they have been, and may be, the cause of bringing disgrace upon the arms of the country; and ultimately doubling the expense which would have at first been necessary to prevent the breaches they have caused, and may again be the means of causing.

The subject is too serious to be lightly treated; it affects the vital interests of the country; it calls loudly upon our government to prepare ships of war, at the least as well manned, equipped, and found, as those of any other nation of the same nominal force; for this will always have much effect on the minds of different nations, who may decide more from names than from a long description of particulars.

When the British ships of war shall be thus found, when called upon to assert the rights of their country against any nation, it may be hoped that,

like the Shannon and Endymion, they will "play the men for their people and for the cities of their God": and then, "let the Lord do that which seemeth him good."—If the decree should have gone forth against us, and we are destined to fall, still let "the nations shake at the sound of our fall; the heavens be covered, and the stars thereof made dark; let the sun be covered with a cloud, and the moon give no light."

But surely we can have no reason to anticipate such disastrous days, if justice and judgment preside in the land, and our national faith remain unsullied. "Believe in the Lord our God, so shall we be established."

I cannot avoid here noticing, with your excellent Correspondent *Nestor*, the sudden cloud of gloomy darkness cast over the Island of Great Britain, by the "Sovereign Disposer of all Events," in the unexpected death of the Princess Charlotte of Wales; as sudden as unexpected. The inhabitants of Great Britain who were acquainted with her virtues, and unassuming character, beheld in it one, which might one day have great effect upon the higher circles of life, and so communicate its beneficial effects throughout the land, descending from the palace to the cottage.

We have daily lessons of the frailty of the human race; but such an alarming decree of Providence as this speaks louder to the nation than ten thousand such instances in the ordinary walks of life; its voice penetrates every dwelling, and shakes the towers and mansions of the great.—"And the voice said, Cry. And he said what shall I cry? All flesh is grass, and all the goodliness thereof is as the flower of the field: The grass withereth, the flower fadeth; because the Spirit of the Lord bloweth upon it: surely the people is grass."

How awfully has this divine and alarming communication been verified in the late afflicting event. The most fragrant Rose the British Isles had for a long time beheld, upon which their eyes were fixed, and from whose fragrance they hoped to inhale pleasing delights, is suddenly blasted, and falls to the ground; filling the nation with general dismay. The King of terrors received his fatal commission; but have we not good reasons for being assured, that the language to him was, "O Death where is thy sting? O Grave where is thy victory?—He shall enter into peace: they shall rest in their beds, each one walking in his uprightness."

What ought the nation to do amidst such general lamentation so justly called forth? but to bow with humble submission before the throne of the Almighty, and supplicate his forgiveness, for our national and individual sins; to bear the rod, and fear him who hath appointed it. To implore his Protecting Providence, which has conducted us through so many imminent perils, and crowned our efforts with success. To believe that He reigneth; therefore the earth and the isles ought to rejoice; that justice and judgment are the habitation of his throne; and that out of darkness he can bring forth light.

Arion.

Admeasurement of Shipping.

MR. EDITOR, *Ipswich, December* 1, 1817.

AS every thing relating to naval architecture, and to the shipping interest, appears to fall within the scope of your very useful publication, I beg leave, in the hope of eliciting a beneficial result, to request your attention to a subject intimately connected with both. The admeasurement of ships for their tonnage, though a matter of great importance, appears to me to be conducted upon a system so vague—or rather in a manner so totally devoid of system—as to prevent, in a material degree, numerous improvements which might otherwise be effected in the modelling and constructing of ships, as far as relates to their safety, and also to their velocity. In this country, as far as I have been able to ascertain, the present mode of admeasurement, to determine a ship's tonnage, is merely to take the length and breadth, without requiring the depth; so that a ship which is 100 feet long, 30 feet wide, and 10 feet deep, measures just the same to the builder, and pays just the same to the customer, as a ship of the same length and breadth, that may be 20 or 30 feet deep; although the ship 30 feet deep is capable of receiving a cargo three times as large as that of the ship which is only 10 feet deep.

This, Mr. Editor, is evidently the cause of so many ships being built disproportionately deep—to the imminent risk and peril of ships, cargoes, and crews. I the more earnestly solicit your attention to this point, as the evil increases every year; and will continue still farther to extend, so long as the shipping interest shall remain in a state of depression. Trusting that some of your Correspondents will be able to point out a scientific and effective remedy,

I remain, Sir, your's, &c.

A Friend to Improvement.

MR. EDITOR,

I SEND you the inclosed curious Letter, including the names of most ships in the British Navy at the commencement of the French Revolution in 1793; which, if you think not *too* whimsical to occupy a place in your Chronicle among graver matters, is at your service.

I am, Sir, your obedient servant,

Thessaly.

MY DEAR FRIEND, *Chatham, 2d January,* 1793.

I yesterday received your letter, and *Hope* you will not think me too *Audacious,* when I inform you, there are *Incendiarys* who are *Spiteful* enough to *Endeavour* to *Alarm* and make a *Conflagration* in the nation, and cause us to throw *Firebrands* at each other; but let us be *Indefatigable* in finding them out, and *Fearless* in publishing them, as well as *Inflexible.* Let us also be *Zealous* and *Irresistible* in the *Defence* of the *Crown* of

Britannia, as well as *Hibernia*; but be not too *Arrogant* in your hope to be the *Conqueror* of either *Asia, Africa*, or *America*; for if you have that *Assurance*, be assured you will fall into some *Ambuscade*, from which neither *Hannibal* himself, nor *Agamemnon*, together with the *Assistance* of *Ulysses* and *Ajax*, can *Recover* you.

The *Warriors* are in arms in *Europe*, and I hope that *Glory* may light on the troops of *Albion*, that they may be *Invincible*, and their camps *Impregnable*. You may, perhaps, be at *Woolwich*, to see the *Union* and *Concord* of the *Captains*, when they wait upon *Earl Spencer*; and I do not fear but they will *Aimwell* to be a *Thorn* in the sides of the *City of Paris*. May they be *Vigilant*, *Valiant*, and *Victorious*, to take the enemy's *Standard*, and preserve the *Diadem* fixed upon the head of their *Royal Sovereign*. May they be *Terrible* in arms, and *Triumph* over the *Commerce of Marseilles*. May *Victory* attend their footsteps, from the *Prince of Orange*'s dominions to the *Sultan*'s. May our Royal *Hero* be a second *Marlborough*, and gain another *Ramillies*, *Namur*, and *Blenheim*, under the auspices of *Minerva*, in the form of *Mentor*.

I wish the *Duke* of *Brunswick* may hem them in so as they will not be able to get away from *Barfleur*, may he make a good *Expedition* against them, for he is *Active* and *Ardent* in the service of *Bellona*, and like another *Alexander*, may he have no more to conquer. I think I can, by your *Assistance*, get the *London* interest so as to *Adventure* myself to *Bombay Castle*, where I hope to procure a *Brilliant Emerald* by my *Enterprize*. By the time you take *Minorca*, perhaps I shall be in the *Ganges*, hunting the *Aligator*, or at *Calcutta*, making war upon the *Tiger*, if I can get a good *Hound*, or even a *Greyhound*. Should I by good *Fortune* lay hold of a *Lyon* or *Leopard*'s skin, I will not give it up to *Infernal* Pluto himself, or *Mars* the god of war, but will convoy it across the *Ocean* for you, to make a present of to our *Majestic Queen*, or *Princess Royal*, unless you think it more to your advantage to give it to *Prince George*.

We are going to sea shortly, and as soon as we return, if we get any *Renown*, you shall have an account of our *Success*; at any rate, we will be as *Robust* as the *Royal Oak*, and *Endeavour* to imitate the great *Russel*, in hurling *Defiance* upon the *Puissant* and *Formidable* foe. When I heard from *Cambridge* last our friends were all well, and in the old way, the children catching *Birds* and *Squirrels*, or flying their *Kites* (they are called *Dragons* in Scotland); but your friends in *Suffolk* were but poorly. When you cross the *Thames*, let me hear how the *Bedford* family are, and direct to me at Mr. *Beaulieu*, at *Chichester*. While we are taking care of our *Prince of Wales*, our friends at *Rippon* and *Romney* are either hunting the *Stag* or *Fox*. When you marry, as I am informed you are verging to that point, I hope you will not get a *Termagant* or a *Trimmer*, but a *Sprightly Sultana*, who will *Speedwell* under your *Powerful* protection. You are endowed with *Fortitude*, be *Firm*, then *Fame* will make you *Illustrious* as well as *Tremendous*. Is your uniform like the *Hussar* or *Dorset* militias? Your friend *Drake* was married to Miss *Blanche*; I could not have thought it; but when he came to that *Lively* place, *Chatham*, he was taken *Captive* in the net of *Venus*, the whole town *Echoed* with the *Fortune* of the

Favourite. You did not inform me who is to be the *Heroine* of your tale. When I write to you again, I will make a *Discovery* which you little dream about at present. Let me know when you are married, for I will then sing "All joy to great *Cæsar.*" Yesterday I saw Mr. M. who informed me that *Polyphemus's* eye was put out, and he was obliged to call in *Merlin* to his aid, and some other *Fairy* (whose name I have forgot) to extract the *Dart* or *Arrow.* I forgot to tell you, Mr. Younghusband, aged 86 years, was yesterday married to Miss Oldham, aged 18. I am almost tired with this *Nonsuch* like epistle, and suppose you are so too; and as the post is near setting off, shall conclude that I am, your's, &c.

James Ryder,

Formerly a Lieutenant, R.N. but dismissed the service by a court martial, for absenting himself from his ship without leave.

To Mr. James James.

STATE PAPER.

By his Royal Highness the Prince of Wales, Regent of the United Kingdom of Great Britain and Ireland, &c.

A PROCLAMATION,

Prohibiting His Majesty's Natural-born Subjects from serving or enlisting or entering themselves to serve in the Military Forces or Ships of War, raised or set forth by the Persons exercising or assuming to exercise the Powers of Government in certain Provinces and parts of Provinces in Spanish America, or in the Military Forces of His Catholic Majesty employed in Spanish America, or in His said Majesty's Ships of War.

GEORGE, P. R.

WHEREAS there unhappily subsists a state of Warfare between his Catholic Majesty and divers Provinces or parts of Provinces in Spanish America; and whereas it has been represented to Us, that many of our subjects have, without our leave or license enlisted, or entered themselves to serve in the military forces or ships of war raised or set forth or intended to be raised or set forth by the persons exercising or assuming to exercise the powers of Government in such Provinces or parts of Provinces, and that divers others of our subjects are about in like manner to enter and enlist themselves: and whereas such practices are highly prejudicial to and tend to endanger the peace and welfare of Our Crown and Dominions, we do therefore hereby, by and with the advice of Our Privy Council, strictly charge and command all and every of our natural-born subjects, of what degree or quality soever, not to serve in any such military forces or ships of war as aforesaid, and not to enlist or enter themselves to serve therein, and not to go beyond the Seas, or embark, in order to serve, or with intent to enter, or enlist themselves to serve in such military forces

or ships of war: and it is at the same time Our Royal will and pleasure, and We do, by and with the advice aforesaid, hereby also strictly charge and command all and every of Our said subjects not to serve, or enlist or enter themselves to serve in any of the military forces or ships of war raised or set forth, or to be raised or set forth by his Catholic Majesty, and not to go beyond the seas, or embark, in order, or to the intent to serve, or enter, or enlist themselves to serve in such military forces or ships of war; it is nevertheless Our Royal will and pleasure, that nothing herein contained, shall be deemed or taken to prohibit any of our subjects, who are engaged at the time of the date of this our Proclamation, in serving in the military forces of His Catholic Majesty, with Our leave or license, from continuing to serve therein, provided that such Our said subjects do not serve with the military forces of His Catholic Majesty, when employed in Spanish America.

Given at our Court at Brighton, the 27th day of November, one thousand eight hundred and seventeen.

PLATE 499.

Fishing Village, Carthagena, South America.

THIS Plate represents a village adjoining to Carthagena, (South America) it is in fact a part of the extensive suburbs of that city, and occupied by the families of fishers, and seafaring persons. The following account of Carthagena is extracted from the interesting voyage of Don Ulloa, to whom the lovers of science have been so much indebted.

"The City of Carthagena stands in 10° 25′ 48″½ North latitude; and in the longitude of 282° 28′ 36″* from the meridian of Paris, and †301° 19′ 36″‡ from the meridian of Pico Teneriffe, as appeared from our observations. The variation of the needle we also, from several observations, found to be 8° easterly. The advantageous situation of Carthagena, the extent and security of its bay, and the great share it attained of the commerce of that southern continent, soon caused it to be erected into an episcopal see. The same circumstances contributed to its preservation and increase as the most esteemed settlement and staple of the Spaniards, but at the same time they drew on it the hostilities of foreigners, who, thirsting after its riches, or induced by the importance of the place, have several times invaded, taken, and plundered it. The first invasion was made soon after its establishment in 1544, by certain French adventurers. The second invader was Francis Drake, termed the destroyer of the new conquests, who, after giving it up to pillage, set it on fire, and laid half the place in ashes; and its final destruction was only prevented by a ransom of a hundred and twenty thousand silver ducats paid him by the neighbouring colonies. It was invaded a third time in 1597 by the French, commanded by M. de Pointis.

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* Carthagena lays in the lat. 10° 25′ 19″ N. and in long. 75° 27′ 00″ W. of Greenwich, by Steele.

† 77° 31′ 24″ of Paris, differing 15′ 36″ from Steel.

‡ 58° 40′ [illegible]″ W. of Peak of Teneriffe.

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Ba[illegible] Sculp

PL. CCCCXCIX.

Fishing Village Carthagena S. W.

"The city is situated on a sandy island, which forming a narrow passage on the S.W. opens a communication with that part called Tierra Bomba, as far as Boca-Chica. The neck of land which now joins them, was formerly the entrance of the bay; but it having been closed up by orders from Madrid, Boca-Chica became the only entrance: and this also has been filled up since the attempt of the English in 1741, who, having made themselves masters of the forts which defended it, entered the bay with an intent of taking the city; but they miscarried in their attempt, and retired with considerable loss. This event caused orders to be despatched for opening the old entrance, by which all ships now enter the bay. On the north side the land is so narrow, that before the wall was begun, the distance from sea to sea was only 35 toises; but afterwards enlarging, forms another island on this side, and the whole city is, excepting these two places which are very narrow, entirely surrounded by the sea. Eastward it communicates by means of a wooden bridge, with a large suburb called Xexemani, built on another island, which has also a communication with the continent, by means of another wooden bridge. The fortifications, both of the city and suburb, are constructed in the modern manner, and lined with free-stone. The garrison, in time of peace, consists of ten companies of regulars, each containing, officers included, 77 men; besides several companies of militia.

"In the side of Xexemani, at a small distance from that suburb, on a hill, is a fort called St. Lazaro, commanding both the city and suburb. The height of the hill is between 20 and 21 toises, having been geometrically measured. It is joined to several higher hills, which run in an eastern direction. These terminate in another hill of considerable height, being 84 toises, called Monte de la Popa, and on the top of it is a convent of bare-footed Augustines, called Nuestra Senora de la Popa; here is an enchanting prospect, extending over the country and coast to an immense distance. The city and suburbs are well laid out, the streets being straight, broad, uniform, and well paved. The houses are built of stone, except a few of brick, but consist chiefly of only one story above the ground-floor; the apartments well contrived. All the houses have balconies and lattices of wood, as more durable in this climate than iron, the latter being soon corroded and destroyed, and by the moisture and acrimonious quality of the nitrous air: from whence, and the smoaky colour of the walls, the outside of the buildings makes but an indifferent appearance.

"Carthagena, together with its suburbs, is equal to a city of the third rank in Europe. It is well peopled, though most of its inhabitants are descended from the Indian tribes.

"The governor resides in the city, which, till 1739, was independent of the military government. In civil affairs, an appeal lies to the audience of Santa Fe; and a viceroy of Santa Fe being that year created, under the title of Viceroy of New Granada, the government of Carthagena became subject to him also in military affairs. Carthagena has also a bishop, whose spiritual jurisdiction is of the same extent as the military and civil government.

"Carthagena bay is one of the best, not only on the coast, but also in

all the known parts of this country. It extends 2½ leagues from north to south, has a sufficient depth of water and good anchorage; and so smooth, that the ships are no more agitated than on a river.

"The many shallows indeed, at the entrance, on some of which there is so little water that even small vessels strike, render a careful steerage necessary. But this danger may be avoided, as it generally is, by taking on board a pilot; and for farther security, his Majesty maintains one of sufficient experience, part of whose employment is to fix marks on the dangerous places. The entrance to the bay, as I have already observed, was through the narrow strait called Boca Chica, a name very properly adapted to its narrowness, signifying in Spanish, Little Mouth, admitting only one ship at a time, and even she must be obliged to keep close to the shore. This entrance was defended on the E. by a fort called St. Lewis de Boca Chica, at the extremity of Fierra Bomba, and by Fort St. Joseph on the opposite side in the Isle of Baru. These, as well as several others, were destroyed by the English in their last siege of Carthagena. The tides in the bay are very irregular, the greatest alteration observed in its depth is two feet, or two feet and a half. The bottom is composed of gravelly ooze. There is a shoal of gravel and coarse sand, on many parts of which there is not above a foot and a half of water; and from the observations of the pilots and others, Nuestra Senora de la Popa, bore E.N.E. two degrees North, distance 2 leagues; the castle of St. Lewis de Boca Chica, E.S.E. distant 3 leagues and a half; and the North part of the Isla Vosaria, South, one quarter Westerly. It must, however, be remembered, that these observations were made on the apparent rhombs of the needle."

FRENCH ACCOUNT OF THE BATTLE OF THE NILE.

WRITTEN BY M. DENON, WHO ACCOMPANIED GENERAL BUONAPARTE TO EGYPT.

ON the morning of the 31st of July, 1798, the French were masters of Egypt, Corfu, and Malta; thirty vessels of the line united these possessions with France, and rendered the whole one empire; England, meanwhile, was only cruising in the Mediterranean with numerous fleets, for which she could not find even provisions but with much difficulty, and at a prodigious expense.

Buonaparte, feeling all the advantage of this situation, was desirous, in order to preserve it, that the fleet should enter the port of Alexandria; he offered a reward of two thousand zeckins* for the discovery of means of bringing this about, and a passage into the old port was found. The evil genius of France, however advised and persuaded the Admiral to shut himself up at Abu-kir, and thus, in one day, to change the result of a long series of successes.

* A Turkish zeckin is worth about nine shillings sterling.

On the afternoon of the 31st, chance led M. Denon and his companion to the convent of Abu-mandur, which terminates a pleasant promenade from Rashid, along the borders of the Nile. A little farther, there is a tower of Arabic construction. It stands in the middle of a large plain: and overlooks, on the one side, a yellow desert, of vast extent, terminated by the sea. When, however, the mind is saddened by this prospect, it can sooth itself by turning to all that nature has to display, of verdure, riches and abundance; the plains of the Delta, covered with rice-fields, and sugar grounds, and intersected by innumerable canals, that terminate in the Nile, which river, at this part of its course, is always covered with barks, moving in every direction.

Arrived at this tower, they perceived, at the distance of seven leagues, twenty sail enter the bay of Abu-kir. These vessels arrived, formed a line of battle, and attacked the fleet of the French, almost in the same moment. They heard the discharge of the first cannon at five o'clock. Soon after this, the smoke concealed the two fleets from their sight; but when it became dark they were able to distinguish better, though they were too far off to understand what was passing. The danger they ran of being made prisoners by the smallest party of Beduins could not distract the anxious attention they paid to an event of so great interest. The rolling and redoubled noise of the cannon was continual; they saw that the battle was terrible; and that it was sustained on both sides with equal obstinacy. On returning to Rashid, they went on the roofs of their houses: towards ten o'clock, a strong burst of light shewed a fire to have taken place in the fleet; at the same minute a dreadful explosion ensued, and then as profound a silence. At 11 o'clock, a slow fire recommenced; at midnight, the battle was completely renewed; but at two o'clock in the morning it again ceased. At day-break, the cannonade began once more. At nine o'clock a second vessel blew up. At ten, four ships, the only ones that remained entire, which they recognised to be French, (and which at that moment they believed to be victors, because they were neither attacked nor followed) withdrew from the scene of action, under crowded sail.

M. Denon passed his time on the top of the tower of Abumandur, incessantly examining the bay with his telescope. Three days passed before he learned the real event of the first and second of August. The begaz shut up, and the communication with Alexandria intercepted, at length, however, made him fully aware, that circumstances had changed against the French; that, separated from the mother country, they were become colonists, who till peace should arrive, were to exist by their own exertions, and by their own resources; in a word, he learned that the English fleet had doubled the French line, not sufficiently supported by the Island which should have defended it; that the enemy taking the vessels of the latter one by one, by means of his double line, had rendered half its strength useless, leaving it only a spectator of the destruction of the other; that it was the Orient which had blown up at ten o'clock, on the night of the thirty-first of July, and the Hercules which had followed the next morning; that the commanders of the ships, the William Tell, and the Generous, and of the frigates, the Diana and the Justice, seeing the rest

in the power of the enemy, had taken advantage of his weariness, and escaped. He learned, in short, that the first of August had broken the fabric of the power and glory of France; that, destroying her fleet, it had bestowed the empire of the Mediterranean on her enemies.

The situation of the French was now entirely changed. Under the possibility of being attacked, it was become necessary to prepare for defence.

Since the loss of the fleet, the troops that were at Rashid, had been scattered among castles and batteries in little garrisons; it had become necessary, in order to maintain a communication between the two cities, to establish a caravan between Alexandria and Rashid, by way of Abu-kir, and soldiers were employed to protect these caravans from the Arabs; there remained, therefore, too small a number of troops at this latter place, to defend it in case of an attack. Under these circumstances, it was proposed to form a militia of the travellers, the speculators, the useless, fickle, wandering, and irresolute men who had arrived at Alexandria, or already returned from Kaira; a large list including amphibia who corrupted by the campaigns of Italy, and having heard that the harvests of Egypt were the most abundant in the world, had thought that such a country must have fortunes ready made for the first possessors; epicures and debauchees who, with minds fascinated by Savary's account, had set out from Paris, in search of new pleasures at Kaira, speculators who came to supply the army, to feel the pulses of trade, and import and sell at high prices, whatever the colony could want; meanwhile, the beys had withdrawn all their money and magnificence from Kaira; the populace had pillaged the houses; Buonaparte did not want contractors; and the merchant ships were blockaded by the English; misfortunes which, to the eyes of these travellers, threw a gloom over all Egypt.

Confounded at finding themselves prisoners, disappointed in their projects, and obliged to concur in the defence and improvement of a place which they found would only promote the posterity of the whole empire of France, they sent home the most melancholy recitals. These recitals, intercepted by the English, contributed to deceive the nation with respect to our condition. The English pleased themselves with believing that we were dying with hunger; sent back our prisoners, that they may hasten the period of our destruction; printed in their Gazettes that half our army was in the hospitals; that half the others were employed in leading the blind remainder: and all this time, Upper Egypt was supplying us with abundance of the best wheat, and the lower with the finest rice; the sugar of the country was sold for half price of sugar in France; the numberless herds of buffaloes, oxen, sheep, and goats, as well of the cultivators as of the Arab pastors, sufficiently supplied the great increase of consumption at the very moment of the invasion, and promised abundance, and superfluity for the future; and for the luxury of the table, we could add every kind of poultry, fish, game, vegetables, and fruits. Such then were the objects of the first necessity which offered to her detractors; detractors who wanted gold to supply the illusions they had indulged, and who not finding gold, saw nothing about them but burning sands, fleas, and gnats, dogs which disturbed their sleep, intractable husbands, and veiled women, who shewed nothing but the eternal neck!

PARLIAMENTARY PAPER.

SIXTH REPORT FROM THE SELECT COMMITTEE ON FINANCE.

NAVY.

Ordered, by The House of Commons, 23*d June,* 1817.

(Continued from page 400.)

DOCK YARDS AT HOME.

YOUR Committee find it impossible to enter into the various articles of the establishments of the different yards. They have already stated, that several heads of expense connected with the preserving of the stores and the care of the ships in ordinary, may be expected rather to increase than diminish on a return of peace.

Several of the offices in the yards, and all the salaries, have been created or fixed upon the recommendations contained in the Reports of the Board of Naval Revision; and though the salaries will be found to exceed very greatly what they nominally were in the year 1792, it will be seen, upon reference to those and former Reports, that the old rate of salaries was absolutely inadequate to the maintenance of the officers, and that therefore they made up the means of a livelihood by perquisites, leading to abuses of various kinds. It is evident that this practice was in the last degree censurable, as tending to immorality and corruption in the officer, and to a waste of the public property much beyond the amount which the individual received. Your Committee would therefore be very far from advising any thing like a recurrence to that blameable system; but they think they may with propriety advert to the general observations they have before made, as to the views which may have operated on the minds of the Commissioners of Revision in creating offices, and assigning salaries on a scale of general warfare. Your Committee understand that a difference of opinion exists as to the utility of some parts of the system, and expressly with regard to the duties of the timber-masters and master-measurers, whom the House will observe to have been a very recent addition to the establishment. A letter has been laid before your Committee, written by the Navy Board to the Commissioners of the Dock Yards, calling their attention to, and requiring their report upon, the establishments of the dock yards in general, and of the timber-master and master-measurers in particular, from which it may be expected, that some satisfactory information may be obtained before the next session of Parliament. Upon all those details it is impossible that your Committee can express any opinion at present. It must be intrusted to the Board of Admiralty to continue their inquiries into the

whole of these arrangements; and your Committee must express their hope, that no respect for existing establishments, or even for the opinion of the Commissioners of Revision, however valuable their labours, will prevent the Board of Admiralty from curtailing every part of the dock yard establishments which may not be found in practice absolutely necessary, or which, if necessary, may be conveniently transferred to other existing officers.

Your Committee submit a comparison of the establishment of the yards for 1813, and the present year; *viz.*

	1813.	1817.
Deptford	26,709	27,582
Woolwich	30,411	32,440
Chatham	33,240	36,883
Sheerness	23,870	26,659
Portsmouth	54,250	59,969
Plymouth	43,659	45,299
	£.212,140	£.228,832

Being an excess of 16,692*l.* which your Committee have thought it their duty rather to point out as a total, than to comment upon with imperfect information on the several items of which it is composed.

In the estimate for the Portsmouth yard, your Committee observe the establishments of a Royal Naval College, and a school for Naval Architecture; the first at an expense of 6,920*l.* per annum; the latter, at that of 2,984*l.*

About a year since, a change was made in the establishment of the College, by intrusting the discipline to the lieutenant-governor and two lieutenants, selected from the half-pay of the navy, instead of its being chiefly confided to the preceptor or tutor. At the same time it was ordered, that out of the total number of 70 students in time of peace, 40 being the sons of persons not belonging to the navy, should pay 72*l.* per annum for their board and education, instead of the whole 70 being at the public expense, as was the case before that period. Your Committee entirely concur in the fitness of this distinction, as they cannot conceive that any but the sons of naval officers can have a claim to gratuitous education. The saving thus made has enabled the Admiralty to provide for the increased expenses of the establishment, without any additional charge on the public.

The School of Naval Architecture, your Committee esteem to be of great national importance, and they strongly approve the scientific education of persons who are to conduct the operations in our dock yards, especially the construction of our ships of war, and from whom hereafter persons may be selected to fill the most important office of surveyor of the navy.

OUT PORTS.

On the Out Ports, your Committee have little to remark.

They observe, that since the year 1813, the establishment at Deal has been reduced from 2,394*l.* to 1,018*l.*

Leith, from 1,166*l.* to 575*l.*

And that the establishment at Yarmouth has been totally put down.

But on the other hand they observe, that the establishment at Haulbowline, in Cork Harbour, is increased from 610*l.* to 1,018*l.*; and that at Pater near Pembroke, from 1,940*l.* to 6,631*l.* These two items appeared to require particular explanation. Your Committee have been informed, that the dock yard at Haulbowline is not, properly speaking, a new establishment. There has been from the earliest times a dock yard at Kinsale; but as Cork, for nautical and commercial reasons, is necessarily the principal naval station in that quarter, and as it would therefore be necessary to have a dépôt there, it was about six or seven years ago thought expedient to remove the establishment to Cork Harbour from Kinsale, which was distant near 20 miles by land, and 40 by water, and inaccessible to large ships. It is stated to your Committee, that in war or during an armament, a naval station in the South of Ireland would be indispensable; and that even for the use of the peace squadron on that station, and more particularly since the Irish Revenue cruisers have been placed under the orders of the Admiralty, the dépôt at Haulbowline is highly necessary.

The observations which your Committee have to make upon Pater Yard, will find their most appropriate place under the head of the Extraordinary Estimate.

FOREIGN YARDS.

There is hardly any part of our naval system which is, in a financial point of view, more deserving of attention than our Foreign Yards. The salaries of officers serving in those yards appear to be generally taken on a somewhat higher scale than at home; but that is of little importance compared with the great increase of expense at which it is obvious almost every article of stores must be supplied from those yards. It is therefore in the highest degree desirable, that none of those establishments, beyond what shall be considered absolutely indispensable to the naval safety and superiority of the country, should be maintained.

It is impossible for your Committee to enter into satisfactory details on this subject. They are obliged to limit themselves to this general and strong expression of their sentiments, and to a comparison with the Estimate of the year 1813, under this head.

In 1813, the establishment of Gibraltar Yard was 4,395*l.* In the present year it is reduced to 2,604*l.* and will experience a further reduction, when the works alluded to in a subsequent part of this report, and which require the superintendence of part of the established officers, shall be completed.

Your Committee understand, that Malta Yard is intended to be made the chief dépôt in the Mediterranean, and that the establishment, and issue of stores from Gibraltar Yard, will be proportionably reduced. Your Committee very much approve the principle of putting down one of two yards which are so contiguous, and which in time of peace can be visited only by the few ships stationed in the Mediterranean. Malta Yard in the year 1813 was 4,030*l.*; this year it is 4,151*l.*

Jamaica Yard was in 1813, 4,620*l.* In the present year it is 4,390*l.*

The Cape of Good Hope in 1813 was 5,095*l.*: in the present year it is 5,227*l.* On this head your Committee are informed that the naval force on the Cape station is, from well known political circumstances, greater than it was in any period of the war; and they are led to expect, that if that had not been the case, a very considerable reduction would have been made.

The establishment at Bermuda in 1813, was 1,455*l.*: in this year it is 4,749*l.*; but your Committee observe, that the yard at Antigua, which in 1813 cost 4,320*l.* is reduced to 634*l.* being the mere expense of keeping persons to look after the premises. The rest of the establishment has been transferred to Bermuda, which your Committee understand is to be made the central dépôt of our Leeward Island and North American Station. On the expediency or necessity of this plan, which can be judged of only on naval and political considerations, your Committee do not feel themselves competent to give an opinion. They observe, however, with satisfaction, that some saving has already been effected by the transfer of the Antigua establishment to this situation; and they trust, that if the establishment at Bermuda can be made also to supersede any part of the expense now incurred at Halifax, it will likewise be done; for they observe, that the expense of this latter yard, which in 1813 was 3,695*l.* is for the present year 3,720*l.*

Your Committee must next advert to the Naval Yards in the East Indies, where they find in 1813, Madras at an expense of 7,607*l.* and Bombay at 6,119*l.* total, 13,726*l.* These two establishments, it seems, are now concentrated at Trincomalée, at an expense of 8,410*l.* so that there is a saving of 5,306*l.*; in addition to which, your Committee are led to expect, that a great saving in the expense of stores, &c. will be made by the union of our establishments at Trincomalée. Of the establishment at Madras nothing remains, and of that at Bombay, the single office of master-shipwright; and so long as the building of ships for the royal navy by the East India Company shall be continued at that port, it is obvious that the superintendence of this officer on the part of his Majesty is indispensable.

The Estimate of this year contains an item of 7,192*l.* which did not appear on the Estimate of 1813; namely, the Lake Establishment of Canada; but your Committee observe, that this sum is less by near 2,000*l.* than the amount required last year for the same service, and will, they trust, be still further reduced in future Estimates.

It must be observed, that the salaries of the Commissioners in the Dock Yards abroad certainly amount to a considerable sum. But your Committee have been assured, by authorities best capable, from their official situations, of forming accurate judgments on the subject, that any reduction of expense occasioned by the appointment of individuals less respectable from their characters and situation in society, to fill offices of trust in these distant and important stations, where the value of public stores is so great, and the means of abuse so little liable to detection, would ultimately prove the reverse of an economical arrangement, and be productive of many serious evils to the public service.

[To be continued.]

SHIPWRECK.

LOSS OF THE WILLIAM AND MARY.

THE following Narrative of the Loss of the William and Mary is extracted from the *Bristol Mirror*, and includes such a mass of Calamity, such a casual extinction of human life in the gross, that were it not for the levity of the observation, we should be inclined to say with the Poet—*Life is a jest!*

"Intelligence reached Bristol on Friday last, of the loss of the sloop William and Mary, Morley master, (a regular packet between Bristol and Waterford), and that out of nearly sixty men on board, only twenty-three were saved. This ill-fated vessel sailed from Pill at nine o'clock on Thursday evening last. The night was fine, and the wind fair. About eleven o'clock, not far from the Holmes, whilst the mate was at the helm, and the master standing near him on the deck, the vessel struck on a rock called the Wolf Rock, about three miles N. W. of the Holmes Light-house; the passengers who had retired to rest, were quickly alarmed, and in fifteen minutes afterwards, it was found that the vessel was in a sinking state. The scene which immediately followed was dreadful in the extreme. The boat, a very small one, was soon filled, chiefly by the crew, and put off for the Welsh Shore; in a few minutes afterwards the vessel sunk. Her topmast remained some feet above the water, to which the crew adhered until the boat returned. Our informant saved himself by swimming, and was actually two hours and a half in the water, when he was taken into the boat. He witnessed the heart-rending scene which took place on the sinking of the vessel. A Mr. Barron, his mother, and four sisters, elegant and accomplished women, (who had their man servant and a carriage on board) were among the passengers—the cries of the young ladies were most distressing: they all perished in each other's arms. Lieutenant Theballier, of the 35th regiment was saved, but his lady perished. All the females on board, twenty-two in number, and two children, met a watery grave. Eight of the ladies were cabin passengers. The master, Mr. Morley, was drowned; he has left a wife (now pregnant), and three children. The rest of the crew were saved. The gentleman from whom we have procured these hasty particulars, states, that before he was taken up by the boat, he saw Mr. Barron near him in the water. He endeavoured to cheer him; he however had only strength left to answer, in a faint voice, 'I can go no farther!' and sunk, to rise no more. Our informant thinks there were about fifteen cabin passengers, and about forty in the steerage. In the number known to be saved the crew are included.—Among those who perished, we have heard the names of Messrs. Gill, Cliff, and Snow. A colonel, whose regiment is now in the East Indies, was also drowned. Mr. R. Shortes, of this city, and Lieutenant Theballier, are the only persons saved. The few who escaped landed about eight miles from Cardiff. They applied for admittance at a

respectable house in the neighbourhood, but were refused. They then proceeded to a farm-house, where they procured a cart to convey them to Cardiff. They were in a most exhausted state. A cottager and his wife gave up their only bed to one gentleman, who was unable to proceed to Cardiff. Shortly before the sloop went down, a poor soldier took his wife and child to the bow of the vessel, where they sat down, and calmly awaited their fate. As the vessel went down they clung to each other, and in that state floated a moment on the water, and then sunk, clasped in each other's arms. Our informant arrived at Pill, with no other clothing than his shirt and pantaloons, which he had on whilst in the water, and reached this city about nine o'clock."

The following further particulars of the melancholy loss of the William and Mary, Waterford Packet, are extracted from the *Waterford Chronicle* of the 28th October, 1817:—" It is our sad duty to throw some additional light on this woeful catastrophe. The Mr. Barron mentioned in the Bristol paper was Pierse Barron, Esq. of Ballyneill, in the county of Waterford. We have not as yet been able to ascertain whether his mother was of the ill-fated party; but it is too evident that he and his sisters have perished! 'They were lovely in their lives, and in their deaths they have not been divided.' The lady of the Rev. Mr. Sandys, of Pilltown, their youngest daughter, and Miss Ann Burrows, Mrs. Sandy's niece, have shared the same destiny. An affectionate husband and father came to this city to meet and conduct home these objects of his tenderest regards; but he came to hear that they were lost to him in this world, and the memory of their virtues is the great consolation on which he has now to dwell. The daughter of Alderman Denis, of this city, married some months ago to Mr. Theballier, of the 35th regiment, and peculiarly endeared to her relatives and friends, was another of the females whose life was thus unexpectedly closed at an early period of it. Mr. Briscoe was, we understand, brother of Henry Briscoe, Esq. of Tinvane, in the county of Tipperary, an officer in the Royal Artillery, and a gentleman whose death will be deeply deplored. Mr. Snow was son of John Snow, Esq. in the county of Kilkenny; he was an officer in the 66th regiment, now stationed at St. Helena, and was returning home on half-pay. His companions speak of him with even enthusiastic regard, and the judgment of the young is one of the best testimonies of that worth which proceeds from the heart, and which is spread over the life. It is greatly feared that Mr. Cliff was from Ross, and if this should unhappily be the case, the Irish Bar has lost one of its highly esteemed Members, and society one of its most valuable ornaments. There is strong reason to believe, that neither Mrs. Nichols, nor any of her family was on board. We here terminate, for the present, this as it has been justly called, heart-rending narrative. Youth, beauty, health, and affluence, have been consigned to an early and unnatural destiny. The evening closed over the exulting hope of re-united friendship and affection, but the night, though in a serene and cloudless sky, in which no perils were menaced, and none apprehended, yet brought with it a sudden and tremendous ruin. The prospect of years of happiness was for ever extinguished, and the sweetest bonds of

life broken asunder. This quarter of the country has to endure an oppressive portion of the misery, and we unite with a heartfelt sympathy in the calamity which has been inflicted. Fears were entertained for the Rev. Francis Newport, who was at Bristol, but that gentleman did not embark on board the Bristol packet, and will return by Milford."

A Bristol paper also publishes some further particulars, which are not uninteresting:—

"John Hayes, passenger, late mate of a vessel, trading to Honduras, went on board at Pill, and when he joined there were about sixty in number. At eight o'clock the vessel sailed from Pill: the Captain appeared perfectly sober. About ten the Captain went below, told the passengers all was right, and recommended them to retire to rest; he then lay down in his clothes on the deck, leaving his mate, John Onterbridge, at the helm. Somewhat near eleven, Hayes, who was on deck, felt a shock, as if the vessel had grounded; and the Captain, as if awaking from sleep, cryed out, "Halloo! what is the matter?" The passengers, at the same moment, were seen running in all directions, and crowding round the Captain in a state of the greatest alarm; and although he endeavoured to pacify them, he could not help manifesting his sense of their imminent danger. Discovering that there were three feet of water already in the pump; the crew, consisting of the steward and three sailors, deserted their stations, and flew to the boat; and it is reported, that not being able to prevail on three females, who had crept into it, to quit their situation, they lowered the stern so far as to admit water, and thereby threatened their immediate destruction. Upon this the ladies, with the assistance of these brutes, scrambled on board the packet, when the inhuman wretches took possession of the boat, and cut the ropes. John Hayes, during this time, took posssesion of the helm, and being assisted by some of the passengers in managing the sails, brought the packet from 30 to 6 fathoms water, leaving the boat more than half a mile a-stern. This was scarcely effected when the vessel went suddenly to the bottom. Hayes succeeded, by passing hand over-hand, in getting up one of the ropes to the topmast, to which about 14 others had collected. From this dreadful situation they were relieved by a Pill-yawl, or skiff, and taken to Cardiff."

"It is revolting to humanity to relate, that a female has been found near the wreck, stript of every article of apparel, excepting a pair of silk stockings; one of her ear-rings had also been taken. It is evident that she could not have been thus circumstanced but from the barbarous cupidity of some persons, who had plundered the body, and then unfeelingly recommitted it to the waves. Captain Brown, commanding another packet in the same service, put to sea immediately he heard of the fatal accident, for the purpose of rendering all possible assistance; and two days after the wreck, took up the corpse in the state above described. He parted two cables in endeavouring to raise the packet. Among the passengers were, Mrs. Sandys, wife of the Rev. Mr. Sandys, near Waterford; her daughter, about nine years of age; and her niece, Miss Burroughs,

aged 18. The Captain and mate are supposed to have perished; the former was last seen on the ladder, and the latter has not been heard of since he left the packet. That part of the crew who are reported to have acted in so shameful a manner, are received by their former comrades with every mark of detestation and abhorrence. We have intelligence up to a late hour last night, on which we can depend. From it we learn, that no other corpse has been found but that of Miss Burroughs (the lady whose remains were discovered in the shocking situation before mentioned), which has been conveyed to her friends at Bath."

The distressing loss of the William and Mary packet, which took place on the night of the 23rd October, in the Bristol Channel, is attributed, by the survivors, to the mate of the vessel, who instead of keeping at the helm, was imprudently romping and playing with a girl, leaving the steerage to a man who appeared a stranger to that perilous coast. When the vessel struck upon the Wolves, the Captain springing upon deck, exclaimed with an oath to the mate, " John, you have lost the lives of all on board—I never could trust you—had I a sword I would run you through." The following is a list of cabin passengers.—

Saved.—Lieut. Theballier, Mr. Shortis, and the Rev. Mr. Giles.

Lost.—Mrs. Theballier, Mr. and Mrs. Barron and four sisters, Mrs. Sandys, her daughter, and niece (Miss Burroughs); Mrs. Clift, and Mr. Wright.

Friday morning, 31st Oct. were interred in the family vault in Walcot Church, Bath, the remains of Miss Ann Sarah Burroughs, aged eighteen years, niece of Sir William Burroughs. It is owing to the disinterested kindness, admirable judgment, activity and zeal of Mr. Barratt, jun. of Bond-street, that her body has been restored to her disconsolate relatives; and that hopes are entertained that those of her aunt and cousin, Mrs. and Miss Selina Sandys, may yet be recovered from their watery grave. The Wolves, upon which the William and Mary struck, or, as they are familiarly called by the sailors, the Wollies, are a small ledge of rocks, in the Bristol Channel, that appear at something lower than half tide; they are about 22 English miles below King's Road, the mouth of the Bristol river, and about twelve to the south of Cardiff; they are near the Welsh shore, less than three miles from Lavernook Point, and about a mile and a half northwest from the Northern or Flat Holm, upon which there is a light-house. The passage to the west of the Flat Holm is something shorter than the eastern course between the Flat Holm and the Steep Holm; but experience has once more proved to what a dreadful danger it is subject.

HYDROGRAPHY, PILOTAGE, &c.

MR. HYDROGRAPHER, *Madras, April 1st,* 1817.

I AM not a constant reader of the Naval Chronicle. The twenty-eighth Volume happened a few weeks ago to engage my attention on shipboard. For many years, I have been deeply impressed with the incongruity in naming the variation of the compass under different circumstances, and with reference to even opposite and contradictory principles.

I am led, by the perusal of a statement by Captain Flinders, in the volume to which I have above alluded, to address to you the following remarks:—The variation of the compass is admitted to be the arch or angle intercepted between the true north and the magnetic north. The number of degrees, points, &c. contained in that arch, constitutes the *quantum* or quantity of the variation. So far there exists no diversity of opinion, no source of confusion or of uncertainty, no incongruity, no contrariety. It is simply in determining the *kind* or the *name* of the variation, that the whole of the confusion and incongruity consists. In the different epitomes of practical navigation, take, for instance, "*None*," third edition, it is stated, in defining the variation, and very properly stated, that "It [the variation] is east or west, [according ?] as the magnetic north is inclined to the east or [the] west of the true north point of the horizon." But it is subsequently stated, in the directions for finding the variation by means of amplitudes and azimuths, that, "if the true amplitudes and the true azimuths be [are] to the right hand of the magnetic [amplitudes and azimuths], the variation is east, and *vice versa*."—Now, let us mark the result of that direction or rule, and let us compare it with the definition of the variation; we shall certainly find them in direct opposition.

According to the definition given, the variation *should*, in that case, be called west, and not east, as it is called, according to vulgar usage, and to the directions for finding the variation; for, in that case, the magnetic north is certainly west, or, in other words, on the left hand of the true north, or that by the world, in looking *from* the centre of the compass.—That it really is so, we shall, for the sake of illustration, suppose a case—any case, in fact; say, however, this case in particular, from its superior simplicity:—A ship is on the line, just at the time of either equinox; the sun will then set due west, by the world; but, by compass, it is observed to set, say W.S.W. The variation will then be two points, and west; although, by the rule and by vulgar usage, it is said to be *east;* as the true amplitude is on the *right* hand of the magnetic, looking from the centre of the compass. In the present instance, indeed, there is properly no true amplitude; but it is represented by the true west.

Now, conceive those two points [W. and W.S.W] to revolve round, 90 degrees, 8 points, or a quarter of a circle, in either direction; say, toward the right hand, or in the direction of the hands of a watch; they will, in consequence of the said revolution, coincide respectively with the true

north and the true N.N.W. points of the horizon. In other words, the magnetic north will be coincident with the true N.N.W. or that by the world. Hence the magnetic N. is obviously *west* of the true north; consequently, *that* variation is, according to the definition, to sound philosophy and to common sense, and in spite of the rule and vulgar usage, decidedly and unequivocally *west*, and not *east*. Try every case, whether by amplitudes or by azimuths, that can be given, the result will be precisely the same; in every trial, will be apparent the inconsistency between the definition and the rule.

Further, in allowing for courses, and bearings by compass, it is admitted, along with Captain Flinders, that the common practice does not make against the received definition; for none will pretend to deny, that a N. course by compass, when there are two points of *west* variation, will make good a *true* N.N.W. course, or by the world; that is to say, the magnetic north is *west* of the true north. Compare this with the illustration of the case which we have taken the liberty to suppose, for they finely elucidate one another; and the falsity of the rule for *naming* the variation found by means of amplitudes and azimuths, will be glaring.

May I be permitted, then, to recommend, that the said rule,—the rule in common and general use,—may be worded in this manner? "If the true amplitudes and true azimuths are on the right hand of the magnetic amplitudes and magnetic azimuths [looking from the centre of the compass], the variation is WEST, and *vice versa*." In that way, and in that way only, can, I humbly presume, consistency be preserved, confusion, inevitable confusion and uncertainty, glaring incongruity, be avoided.—Many individuals may, perhaps, regard the point in question as merely of a speculative tendency; I at least humbly regard it as one of a highly practical and important tendency.

One set of substances possess the power of reflecting the rays of light; another set, that of absorbing them. In common language, we say that the former are white, the latter, black. You may, however, if you please, reverse the order, calling the former *black*, and the latter *white*; for the connexion is purely arbitrary and conventional. I shall make no mistake, provided I receive intimation of the change that you have introduced.—If you should, however, attempt to employ the adjective "*white*," to characterize substances sometimes of the one set, sometimes of the other, I would assuredly have a good right to enter my protest; otherwise, I might run the risk of mistaking charcoal for common chalk. Is it not the same with naming the variation of the compass at present?

Sapientiae Verae atque

Scientiae Amator.

THE PERSIAN GULPH.

THE situation and appearance of eight Islands on the southern side of the Persian Gulph, seen from his Majesty's ship Favorite, the Honourable James Ashley Maude, Captain, on the 13th, 14th, and 15th July, 1816, which are not inserted on the Charts issued by the Hydrographical Office to the Royal Navy.

The latitude and longitude of each Island ascertained by cross-bearings; their names are Arabic:

DAUSS.—This Island is moderately high and rugged; a low point extends to the S.W.: it is about six or seven miles in length; in passing it we had irregular soundings.

JARNAIN has three high hummocks of an equal elevation, two on the north part and one to the southward; the haze was too great to observe whether the extremities were low.

ARZENIE is rather high and uneven; there is a rock above water, about a cable's length off the eastern extremity, and a similar one off the western; to the north east a shoal extends nearly a mile from the shore, composed of coral rock and sand. The Favorite anchored in 12½ fathoms, coral sand, the centre of the island bearing S by E. ½ E. off shore five or six miles. The soil of this island consists of metallic substance; there are no trees on it; it has scarcely any vegetation; the south side is exceedingly rugged; it is in breadth about two or three miles, and seven miles in length, the termination of which to the W.S.W. is a low point of sand.

DALMY is a moderate height, darker colour than the former island; remarkable by having a round hill to the northward, the extremity of which terminates in a low sand; a shoal extends nearly two miles from the Point, which ought not to be approached under seven fathoms. To the southward there are three small hummocks, which slope off to a low sand: the length of the island from north to south is about five miles; the passage to the southward of this island is considered unsafe. The channel between Arzenie and Dalmy is perfectly clear of shoals; the soundings in it are irregular, from 15 to 21, and 12 to 7 fathoms of fine coral sand.

SEER BENI YASS is rather high in the centre, very rugged, extending to the N. W. in a low point, which nearly joins the main land, leaving a channel only navigable for small boats. The coast to the westward is very low, and the Pilot stated, that there were several small islands off it, which he considered too dangerous to be approached, except by boats. The channel between Arzenie and Seer Beni Yass is deemed safe.

DANIE is exceedingly low, the colour of which in hazy weather so nearly resembles the horizon, that every precaution is requisite to be taken in approaching it.

SHERAROW has two small hummocks on each extremity; it is narrow, and about three or four miles in length; a small rock above water extends about half a mile from the north point; to the N. W. of this Island the coast may be approached, but it is said to be very low, consequently must be approached with caution.

Haulool.—This Island is high in the centre, decreasing in its elevation towards each extremity ; it may be approached with perfect safety.

The Islands described above have the same arid, barren appearance as Polior, the Tombs, and other Islands, situated in the vicinity, off the Persian Coast. The water which is found in them is said to be brackish, but, from the appearance of the soil, and what I witnessed on the Island of Arzenie, I am inclined to suppose good water might be procured They are placed in the centre of an extensive pearl bank, which extends nearly two hundred miles in a longitudinal direction, and seventy miles North and South, from which a considerable quantity of pearls are annually collected. I have been informed that good anchorage may be obtained under any of these islands. They are conveniently situated to afford shelter for vessels against the prevailing North-west winds. The current appeared to set to the W.N.W. and E.S.E. the rate of which we were unable to ascertain.

The exact positions of these islands I do not consider to be quite accurate, the heat of the climate having considerably affected the rate of my chronometer, and the haze over the land being so great as to prevent our judging with any degree of accuracy the distance we were off the shore when the bearings were taken. I imagine, however, that their situations are sufficiently correct to render some assistance to those persons to whom the Southern side of the Persian Gulph is unknown.

Dauss	Lat. 25. 10N.	Longitude per Chorom. 52. 45E.
Jarnain	25. 8.	52. 55.
Arzenie	24. 56.	52. 33.
Dalmy	24. 36.	52. 24.
Seer Beni Yass	24. 34.	52. 40.
Danie	25. 1.	52. 20.
Sherarow	25. 13.	52. 18.
Haulool	25. 41.	52. 32.

VARIATION.

July 13, 1816. 4.47W. | July 14, 4.39W. | July 15, 3.59W.

IMPORTANT TO SEAMEN.

In the dreadful storm on Monday night, the 15th Dec. a fine new brig, about 260 tons, called the Elizabeth, of Barmouth, Evan Jones, master, from Cork to London, laden with provisions, was driven on shore upon the flat sand, between the Bar of Hayle and Carrickladen Point, in the Port of St. Ives. The crew have been saved, with the exception of the mate, who, it appears, was drowned by imprudently getting into the main rigging ; and the greater part of the cargo having been landed, it is confidently expected that the vessel will be got off with very little damage. It ought to be generally known to seamen, that vessels driven into St. Ive's bay by violent north westerly winds, may escape a destruction that appears almost inevitable, by running upon the beach, where the brig now lies. It is easily distinguished by being to the westward of the opening of Hayle harbour, and directly under the Sand Hills, where Lelant Church tower stands ; it is, in fact, "dead to leeward," in the winds alluded to ; a circumstance which induces mariners to avoid it, and, keeping their wind as much as possible, with the hopeless prospect of reaching the pier, they perish either upon the rocks, or steep sands, in the western part of the bay. As often as accident or local knowledge has thrown the vessel upon the beach in question, the lives and cargo have been saved, and the ship but little damaged.

OFFICIAL LETTERS OF JAMES DUKE OF YORK,

LORD HIGH ADMIRAL IN THE REIGN OF CHARLES II.

[Continued from page 323.]

To the principal Officers and Commissioners of his Majesty's Navy.

WHEREAS I have judged it necessary, in order to the preventing of any unnecessary waste and expense of gunners' stores on board of his Majesty's ships, that some regulation be made, and the expense ascertained (where it may be) for your better guidance, in making allowances to gunners, upon passing their accounts; I have thereupon thought fit to establish the several Rules and Directions following, which you are hereby required to cause to be duly observed by the respective gunners of his Majesty's ships, and to take care that no other allowances be made them on their accompts, than what are authorised by the said Rules; and to the end, none of them may pretend ignorance, you are to cause a copy of the said Rules and Directions (such of them as the gunners should be informed in), to be attested under your hand, and given to every master gunner of his Majesty's ships, upon receiving his stores from the office of ordnance.

For Regulating the Ceremony of Honour in Salutes.

1st. That no commander of a ship of the second rank (being neither admiral, vice-admiral, or rear-admiral) at the first coming, and saluting his admiral, give to his admiral above eleven pieces, his vice-admiral nine, and rear-admiral seven, and the rest proportionably less by two, according to their ranks; and the commander of any ship is not to salute his admiral after he hath done it once, except he hath been absent from the flag two months.

2d. That when any admiral of a foreign nation is met withal, he be answered by the like number, by all the ships that he salutes. If a vice-admiral, then the admiral to answer him two less; but the vice-admiral, rear-admiral, and as many of the rest as he shall salute, are to give him a like number. If a rear-admiral, then the admiral and vice-admiral to answer him two less; but if he salute the rear-admiral, or any other ship, they to return the like number.

3d. That in case a ship of the second rank shall carry any ambassador, duke, or nobleman, he shall fire the ordnance following; *viz.* at his coming on board, eleven guns; at his landing, fifteen.

When they shall carry a knight, lady, or gentleman of quality, at their coming on board, seven guns; and at their landing, eleven.

And the other ships by two less, according to their ranks and number of ordnance.

4th. That when any man of war, or merchantman of another nation, or of our own, salute any of the King's ships, he is to be answered by two less.

5th. That when any of his Majesty's ships shall have occasion to salute any of the King's Castles, they are to give two guns less than they are directed to give when they salute the admiral as aforesaid.

Rules for preventing the unnecessary waste and expense of Stores.

1st. That after the ordnance in any ship shall be laden, fit for service, the powder and shot not to be scaled oftener than once in six months, unless upon extraordinary occasion.

2d. That for the first month, the men to be exercised twice every week, to the end they may become good firemen, allowing six shot to every exercising.

That the second month they be exercised once every week; after that, in two months, allowing six shot each time of exercising.

3d. That no gunner be allowed by his captain, upon his accompt, for the waste of any iron work, beds, coynes, coppers, ladles, sheet lead, tanned hides, or other natures of stores not perishable; but that the gunner be obliged to make them good, unless it shall really appear to the captain, and such officers of the ship that shall sign to his accompt, that the same were lost, or wasted in service.

4th. That the gunner and armourer in each ship be obliged diligently to look to the keeping oiled, clean, and well fixed, all muskets, pistols, pikes, blunderbusses, swords, halberts, hatches, brown bills, &c. and to return the same in like condition, as they were received (unless there be a sufficient cause to the contrary): and to that end that no armourer, or gunsmith, be taken into any ship, but such as shall be approved by the Office of Ordnance, for sufficient workmen; and not to receive their pay, but upon certificate from that office, that they have well discharged their duty.

5th. That after an engagement with an enemy, an exact survey be taken by the captain and principal officers of the ship (if absent from the flag); but if with the flag, by such as the commander-in-chief shall appoint, of all the powder under the charge of the gunner, whether in barrels, cartouches, gunners leaden collars of bandeliers, or otherwise; and the said survey be affirmed in his, or their hand, that from thence the expense of powder during the fight may be ascertained.

6th. That every commander and gunner do certify unto the master of his Majesty's ordnance, from time to time, what ordnance, powder, shot, or other gunners' stores, shall come into his, or their charge, out of any ship taken as prize, and that the same may be charged by the gunner upon his accompt, and attested by the commander and other principal officers under their charge.

7th. That if any gunner shall receive any additional supplies into his stores, from any fort or garrison belonging to his Majesty, at home or abroad, or from any vessel, or ship, by order from the admiral, or commander-in-chief of a squadron, or otherwise, he be obliged to give under his hand to the person or persons from whence he shall have received the said stores, and forthwith to advertise the master of his Majesty's ordnance, by a letter, expressly setting down therein the name of the person and place from whence, and the quantity and quality of the stores so received, and forthwith charge the same upon his accompt.

8th. That in case of the death of any gunner at sea, the commander of the ship do immediately cause a remain of all his stores to be taken, attested under his own and other principal officers of the ship's hands and transmit the same by the first opportunity unto the master of his Majesty's ordnance, to remain as a charge upon the succeeding gunner in passing his accompts.

To John Pitt, Gentleman.

Whereas it hath been always thought necessary and advantageous to his Majesty's service, that a muster-master should be appointed, to keep an exact and true muster of all the men appertaining to each ship and vessel of his Majesty's fleet, for prevention of many abuses that may be committed through defective musters, not only to his Majesty's prejudice, but tending likewise to the peril of the fleet: I have thought thereof fit, upon the good testimony I have received of your experience and fidelity, to appoint you to be muster-master of his Majesty's fleet, now bound forth to sea, under the command of Sir John Lawson, for this present expedition: hereby willing and requiring you, in the careful execution of this your charge, from time to time, to repair on board all the ships and vessels of the said fleet, during their being at sea, and as often as the said Sir John Lawson, knight, admiral of the said fleet, shall direct you, to take exact musters of all the men that are on board them, belonging to the complement of each ship and vessel; and to require and receive of the purser four perfect books of all such men as are, or have been entertained into the said ships and vessels, mentioning the time when they have been in pay, their entering, discharges, deaths, turning-over, or running away. Hereby also willing and requiring the captains, lieutenants, masters, and others, whom it may concern, to be no way opposite, but to be herein aiding and assisting unto you, for the advancement of his Majesty's service. Hereof nor you, nor any of them, may fail, as you will answer the contrary at your perils; for which this shall be your warrant. Given under my hand and seal at St. James's, the 6th of May, 1663.

James.

To Sir Geoffery Palmer, &c.

His Majesty's pleasure is, that you take a surrender of the patent formerly granted unto John Wells, Esq. during life, and by him assigned unto John Davies, gentleman, for the place of clerk and keeper of the stores of his Majesty's navy at Deptford-Strond, Chatham, Portsmouth, and elsewhere. And that you draw a bill fit for his Majesty's royal signature, in the same form, for the granting of the said place of clerk, and keeper of his Majesty's stores, at Deptford-Strond, and places aforesaid, unto Thomas Harper, gentleman, to continue during his natural life; and hold and enjoy the said place in the same manner as the said John Wells and John Davies, or either of them, held and enjoyed the same; and for so doing this shall be your warrant. Given under my hand at St. James's, the 21st of October, 1663.

James.

[To be continued.]

PLATE 500.

*Brest Harbour.**

BREST is a maritime town of France, in Lower Brittany, seated on the declivity of a hill on the side of its port, which is the largest in the kingdom, and will hold 500 ships at a time. There is an arsenal, with sea stores, which was placed there on account of its nearness to the woods, mines of iron, and other things proper for the building of ships. In the year 1744, it was entirely consumed by fire. The entrance into the port is guarded by a strong castle seated on a rock, which cannot be attempted on the sea side, on account of its cragginess, and on the land side it is defended by a large ditch, and other fortifications. The streets of Brest are very narrow, few in number, and have all a descent. A great quay surrounds this side of the port, which is above a mile in length, and 200 paces broad; there are magazines on the quay full of all kinds of foreign merchandize. On the other side of the port is the fine church of Notre Dame; and in a suburb which is as large as half the city, there is a strong tower opposite to the castle, at the entrance of the port; there is also a great quay on this side, bordered with large magazines, partly within the rock, which has been cut away to enlarge the place. These are extended almost as far as the bottom of the harbour, where there are two docks, very commodious for the building of large ships: the shops and houses of the workmen are all around them: the rope-walks are separated from the city by one of these docks. The entrance into the harbour is called the *gullet*, and is a passage extremely difficult, on account of the sunk rocks on both sides of the shore; but there are experienced pilots who carry ships in very safely. The English attempted to take possession of this harbour in 1694, but were disappointed. W. long. 4° 26'. N. lat. 48° 23'.

Poetry.

ON THE LAMENTED DEATH OF THE PRINCESS CHARLOTTE.

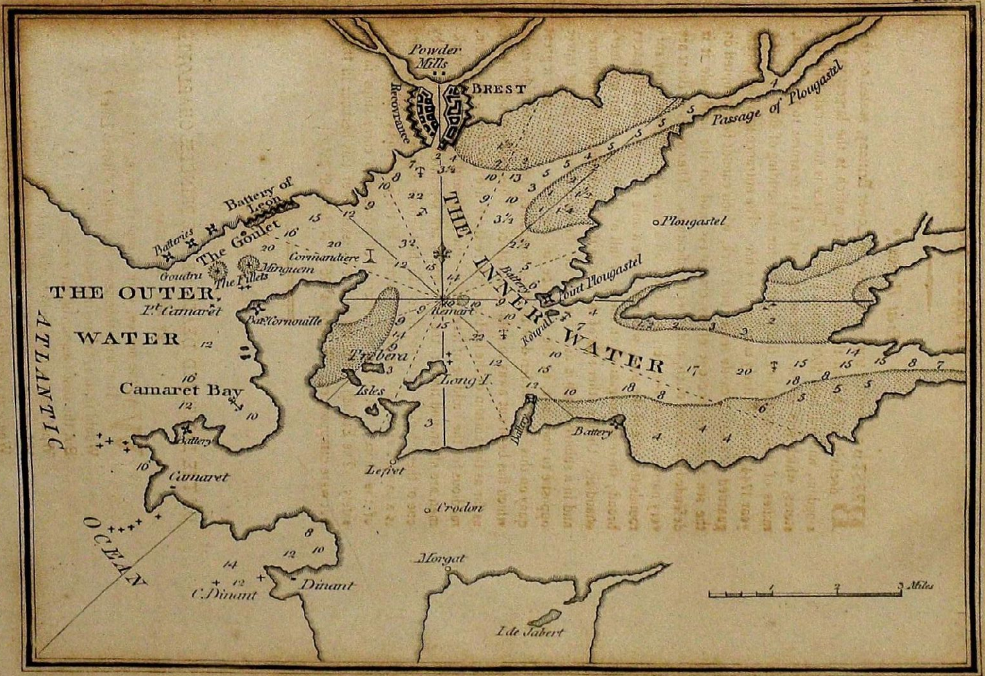
BY MRS. M'MULLAN.

WAS the decree, dark Atropos! divine,
That bade thee sever Brunswick's Royal Line?
Would nothing satiate thy direful hand,
But the best blessing of our weeping land?
Where mis'ry pines, where woe implores thine aid,
Where sickness sees each hope—save death—display'd,
Where age would hail thee in its wither'd joy:
Could not such marks thy fatal skill employ?

* *Vide* also N. C. vol. i. p. 144; vol. iv. pp. 483 and 485.

BREST HARBOUR.

Plate I.



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Where grasping avarice lingers round the tomb,
And scorns pale poverty without a home;
Where vice roams on and dances o'er the grave,
Reckless who sink, nor cares itself to save;—
Among these hopeless, useless, or distress'd,
By error led,—by misery oppress'd,
Might thy dark hand have revell'd 'mid the slain,
And spared the parents' sigh, the husband's pain;
Spared youth and virtue to a nation's prayer,
And learnt thy destin'd office to forbear.
Weep on, Britannia, humbled in the dust,
Lament thy loss—but deem not Heaven unjust;
The hand that lent a blessing to thy throne,
Resumes the gift, and claims it for his own!
Too pure, too virtuous, for a sphere like this,
Too dear a treasure in domestic bliss,
Too great a blessing found beneath the sky—
She taught us how to live—and how to die!
Joined the bright host around the throne of God,
A star of light in ev'ry path she trod:
A sacred halo round her blessed name
Sheds a soft lustre o'er the trump of fame;
Youths, maids, and matrons, with a virtuous pride,
Will trace the date of England's Royal Bride;
The sigh, the tear of ages yet unborn,
Will mourn the scion thus so rudely torn;
Point to the page, repeat the tale again,
To many a weeping, sympathetic train;
Shew how gaunt Death defied all human art,
And in Joy's sons hid his fatal dart;
'Mid the fond promises of blissful love
Despatch'd her spirit to the realms above;
That chaste and perfect made *high* promise sure,
By Seraphs crown'd in Paradise secure!
Yes!—bind the cypress round Britannia's brow—
She ne'er sought pity, sympathy, till now;
Cool and collected in a world's alarms,
Braved hosts of foes, defied the din of arms,
Saw her bold sons pursue the vanquish'd foe,
And lay the boasted pride of despots low;
Heard her blest daughters string the tuneful lyre,
Till list'ning minstrels caught the heav'nly fire;
Saw Peace and Plenty smiling in the vale,
Whilst beauty leant to hear the Hero's tale;—
One flower alone was wanting to complete
The vase of joy, pure, innocent, and sweet;
The bud was form'd, and angels seem'd to smile
On the dear hope of Britain's favour'd Isle;

Yet, ere the flow'ret hailed the blissful light,
A dread eclipse involv'd her sun in night—
She woke to mourn the flow'ret's transient date,
Then sunk in sadness at the Parent's fate!
Breathes her low accents to the midnight shade,
Till morning shews the havoc Death has made!
  Not long, blest Hope! since my untutor'd voice
Echoed the blessing of thy youthful choice—
Hail'd thee, my gracious Patroness! my all
That Heaven could grant—and only Heaven recall!
In smiles so blissful I forget my woes—
Alas! 'tis past—I have no more to lose.

ALL THE PEOPLE MOURNING;

A LAMENT,

For the Death of her Royal Highness the Princess Charlotte Augusta.

BY JOHN MAYNE.

WHAT dire event o'erwhelms the land,
  Blythe looks to sadness turning—
The great, the noble, and the grand,
  And all the people, mourning?

Oh! we have lost a peerless Gem!
  We mourn, in tribulation,
The Heiress to the Diadem!
  The Darling of the Nation!

Yes, she is gone! Britannia's pride!
  Her Father's joy and pleasure!
In beauty's bloom, a happy bride!
  A Prince's dearest treasure!

In Claremont's bow'rs, her chosen seat,
  Belov'd, caress'd, caressing!
Illustrious in a simple state!
  She shone around—a blessing!

Few are the moments of delight!
  There came a day of sorrow!
She bore a lifeless babe that night—
  But never saw the morrow!

Heav'n took the Mother and the Child,
  At once the stem and scion,
Like roses from a dreary wild,
  To bloom in peace on Zion!

O, Charlotte! in thy royal line,
From age to age extending,
We trusted for a race of thine,
On wings of peace descending!

In thee, whom all the land ador'd!
In whom all grace transcended!
We hail'd the dawn of bliss restor'd—
The Prince and People blended!

Long shall thy virtues be our theme,
Adorning future story!
And, ever, with the GREAT SUPREME,
Thy crown a crown of glory!

November, 1817.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

(FROM 1793 to 1798.)

[Continued from page 79.]

ADMIRALTY-OFFICE, APRIL 28, 1794.

THE letters of which the following are extracts, were this day received from Rear-Admiral Macbride:

SIR, *Minotaur, Plymouth Sound, April* 26, 1794.

Be pleased to acquaint my Lords Commissioners of the Admiralty, that the Echo sloop arrived here yesterday morning, bringing with her a letter from Sir John Warren, of his Majesty's ship Flora, who was on his passage to Portsmouth, with the Pomone and La Babet French frigates, captured by the squadron detached under his command.

The Concorde and La Nymphe arrived yesterday evening with L'Engageante, another French frigate, captured by the Concorde. Enclosed are the letters from the Captains Sir John Warren and Sir Richard Strachan to me on the occasion. The Resolu, another frigate that was in company, escaped by her outsailing the Melampus and La Nymphe, who chased her into Morlaix. I am, Sir, &c. &c. &c,

John M'Bride.

Phillip Stevens, Esq.

Flora at Sea, April 24, 1794.

SIR,

In pursuance of your orders, I proceeded with the ships named in the margin* to cruise on the coast of France; and on the 23d instant, from variable winds, being to the Westward of Guernsey rock, Dover bearing E. by S. four or five leagues, the Seven Islands S. S. W. four or five leagues, Guernsey N. E. half East, seven or eight leagues, I discovered, at four in the morning, four sail standing out to sea upon the larboard tack, the wind S. S. W. and, as the morning began to break, I saw from their manœuvres, and firing of guns, they were some of the enemy's ships of war. They soon afterwards appeared in a line of battle on the larboard tack, and as our ships, from having chased, were not collected, I made the signal to form in

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* Arethusa, Melampus, La Nymphe, and Concorde.

succession. We crossed each other on contrary tacks, and the enemy began the action at a considerable distance; their sternmost ship having passed over, they again tacked; but the wind changing two points in our favour I perceived it was possible to weather them, and therefore made the signal for the ships to engage as they came up, so as to prevent the enemy gaining their own shore, and to oblige them to come to a close action; I am happy to say we succeeded in this object.

The engagement lasted nearly three hours, when two of the ships struck; I then made the signal for those who were coming up to pursue and engage the enemy, as from the situation of this ship, having led the line into action, she was incapable of continuing the pursuit.

I am much indebted to Sir Edward Pellew in the Arethusa, who was my second a-stern, and to the other officers and ships under my command, who exerted themselves in engaging and pursuing the enemy.

I have since been informed that another of the enemy's ships struck to the Concorde, Sir Richard Strachan, in the evening; but as that ship and the Nymphe have not yet joined me, I cannot yet make any return of their state and condition.

The French squadron consisted of L'Engageante, 36 guns, eighteen pounders, 300 men, Monsieur Desgarceaux, Chef d'Escade; La Pomone, 44 guns, twenty-four-pounders, 400 men; Le Resolue, 36 guns, eighteen pounders, 320 men; La Babet, 22 guns, nine-pounders, 200 men; they sailed from Concalle-bay the evening before we met them.

I owe every obligation and acknowledgment to the officers and crew of this ship for their zeal and exertions upon this, and every former occasion in the service of their King and Country, and trust you will recommend them to their Lordships' notice and protection.

Enclosed are the lists of the killed and wounded, and also of the ships taken from the enemy. I have the honour to remain, &c. &c. &c.

Rear-Admiral Machride. John Borlase Warren.

A list of Killed and Wounded on board his Majesty's ships Flora and Arethusa on the 23d of April, 1794.

Flora—1 seaman, killed; 3 seamen, wounded.
Arethusa.—1 master's mate, 2 seamen, killed; 5 seamen, wounded.

A list of Killed and Wounded on board the Conventional frigates La Pomone and La Babet, on the 23d of April, 1794.

La Pomone.—Between 80 and 100 killed and wounded.
La Babet.—Between 30 and 40 killed and wounded.

John Warren, Captain.

Flora at Sea, April 24, 1794.

An account of the Conventional frigates, taken by the squadron under the command of Sir J. B. Warren, Bart. on the 24th of April, 1794.

La Pomone.—44 guns, twenty-four-pounders, 400 men. Keel 143 feet. Beam, 42 feet. 1100 tons. Five years old, and supposed to be the finest frigate they had.
La Babet.—22 guns, nine-pounders, 200 men.

(Signed) J. B. Warren, Captain.

Flora at Sea, April 24, 1794.

SIR, *La Concorde, Plymouth-Sound, April* 25, 1794.

I have the honour to acquaint you of my arrival here with his Majesty's ship under my command, with a French frigate which we took in the afternoon of the 23d instant. The early transactions of that day have been detailed to you by Sir John Warren, but as the Flora was at too great a distance to observe my proceedings in the afternoon, I beg to relate the particulars of my conduct from the time we passed the Pomona after she had surrendered. About eleven *a. m.* we were near enough to receive and return the fire of the enemy's two frigates which were making off. It was my intention to endeavor to disable the sternmost, and leave her for the ships of his Majesty which were following us, and push on to attack the leading ship; but in this I was disappointed, for the leading ship bore down, and closed to support his second, and laying herself across our bows, soon disabled us in our sails and rigging so much that we dropped a-stern. We soon got our sails on the ship again, and I purposed to keep the enemy's two ships in check till our's arrived, as the only means of taking them both; but finding the day far advanced, and little probability of our being assisted, as our ships rather dropped, and expecting our maintopmast, which was shot through, to go every minute, knowing that if our mast went, both the ships might escape, I determined to secure the one I was nearest. She was assisted for some time by her second, but, changing sides in the smoke, it prevented him from annoying us. She was defended with the greatest bravery from twelve till a quarter before two *p. m.* when, being silenced and totally unmanageable, they called they had surrendered. She proved to be L'Engageante, of 34 guns and 4 carronades, with 300 men. The other frigate Le Resolue, after firing a few shot, stood on, and our ship much cut up in her sails and rigging was not in a condition to follow her. The mast of the L'Engageante, in the evening, as we attempted to tow her, fell, and expecting our's to go also, I availed myself of seeing the nymph and Melampus returning from the chase of the Resolue to make the signal for assistance. The Nymph joined us at night, and we steered for this port.

I must request that you will be pleased to inform their Lordships, that the zealous, cool, and steady conduct of the officers and ship's company was highly meritorious in the action; and their efforts in refitting the ship, after the fatigue they had experienced, exceeded any exertion I ever saw before. As the first Lieutenant, Charles Apthorp, was mostly with me, I had an opportunity of observing the spirit of enterprize which pervaded his conduct; and I must acknowledge the great assistance he was of to me from the able manner in which he performed the various duties I employed him upon; and am convinced also of the good conduct of Lieutenants Boys and Evans, who commanded on the main-deck. I enclose a report of the damages and state of the ship; and have the honour to be, &c.

Rear-Admiral Macbride, &c. &c. &c. *R. J. Strachan.*

[To be continued.]

LETTER ON SERVICE.

[*Not published in the Gazette.*]

London, 18*th Dec.* 1817.

MR. EDITOR,

SHOULD the enclosed official account of the death of Lieutenant Andrew Ramsay, be considered worthy a place in the Naval Chronicle, its insertion must be highly gratifying to his relatives, and shipmates, by whom he was much esteemed.

The praise, bestowed by so excellent an officer as Captain H. Robinson, is most honourable to the memory of the gallant but unfortunate Lieut. R., who was cut off in the flower of manhood, regretted by all who knew him, and by few more than Your humble Servant,

R. W. A.

(Copy.)

His Majesty's Sloop Prometheus, Balize, Honduras,
SIR, *3d. Feb.* 1812.

I beg leave to acquaint you, that having on the 10th ultimo, received information of an enemy's privateer being within the reefs, off Cape Catouche, I immediately proceeded thither, in his Majesty's sloop under my command, but, being aware of the impracticability of approaching sufficiently close in the ship, I procured a small merchant schooner*, which having armed with a carronade, and manned with seventeen men, under the direction of Lieutenant Ramsay, (from whose zeal and ability I had very much to expect), I despatched him a short distance a-head of the ship, with directions to proceed through one passage within the reefs, while our boats joining her through the other passage, with the ship on the outside, I hoped would prevent the possibility of any thing escaping.

Lieut. Ramsay reached within Mohair Kay, at day-light, and discovered, in the spot expected, a large schooner privateer, and though unfortunately a most sudden and violent gale at N. W. had driven the Prometheus off the land, the confidence in the officers and men under his command induced Lieut. Ramsay, (who waited till the following day, in hopes of the ship being able to beat up,) to attempt, unassisted, the capture of the privateer; but, I very deeply regret, that the state of preparation that vessel had been enabled to assume, and her being of the largest class, armed with twelve guns and eighty-eight men, prevented the merited success attending the great bravery of Lieut. Ramsay, and Lieutenant Kemp of the 55th Regt. who had handsomely volunteered his services. Mr. John Winnard, Clerk, and Mr. T. L. Roberts, Midshipman of this ship, and our handful of men, after a most obstinate contest, in which Lieutenant Ramsay leading his men on board the enemy, was cut to pieces, with four of his small party and Mr. Winnard, and four others, severely wounded, the gallant survivors were overpowered by numbers, and the unequal contest concluded by the capture of their vessel, but not without so serious a slaughter on the part of

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* The merchant schooner mentioned in this letter was the San Josef, a Turtling vessel belonging to —— Burns, Esq. of Balize, and voluntarily lent by that gentleman to Captain Robinson for the purpose of capturing or destroying the privateer, Le Vengeur. The San Joseph was scuttled by the privateer. Government have, on enquiring into the circumstance, remunerated Mr. B. for the loss of his vessel.

After the action the survivors were bound to the taffrail, wounded included, and in this state they remained several hours in great pain; their hands tied behind them, and wounds undressed, and under no small apprehensions of being murdered by the Captain of the privateer, in revenge for the great loss he had sustained, which was aggravated by the loss of his surgeon, and having a great many men wounded, (himself among the number slightly,) they were towards evening put a-shore on Kay Mahair, and rescued the fourth day by the Prometheus. There not being water enough to get within the reefs, where the privateer had anchored, Captain Ramsay fired over all, and having driven her to a distance, sent a boat in. R. W. A.

their antagonist, and her masts and rigging being so much cut up, as must prevent the continuance of her cruise, and I apprehend she has endeavoured to effect her escape to New Orleans, from whence, I have understood, she fitted out, some months past, and has, during her cruize made several valuable captures, (names unknown) with the plunder of which she was fitted. I have the honour to be, &c. &c. &c.

(Signed,) *H. Robinson,* Cap.

James G. Vashon, Esq. Commodore,
Commanding in Chief, Jamaica.

Marine Law.

IMPORTANT DECISION.

HIGH COURT OF ADMIRALTY, DOCTORS' COMMONS.

LE LOUIS, *French Slave Ship, captured off Cape Masurada by his Majesty's Cruiser* Cæsar.—Sir Wm. Scott gave judgment upon this important appeal from sentence of condemnation passed by the judge of Sierra Leone. The ship was taken on the 11th of March, 1815, after a severe engagement, followed by an attempt to escape; in which 11 persons were killed on one side, and 24 on the other, besides several wounded on both sides. The cause of this melancholy contest was a right of search and visitation set up by the Cæsar, on suspicion that this vessel was engaged in the Slave Trade; denied and rejected by the Louis, who thereupon resisted that demand, which had produced such a calamitous and tragical result. There was no doubt of this vessel being owned by French subjects, and the mere circumstance of having English and other seamen on board, was easily accounted for in the time of peace. With respect to the intention to deal in slaves being contingent, amounted to the same as if slaves had been on board, from the number of irons and other manacles that were found; the quantity and quality of the provisions. The mysterious passages in their instructions, respecting negociations with the natives of Masurada, all went to shew the intended traffic was in slaves; such proof being absolute. The question of jurisdiction of Sierra Leone was not of importance further than locality was concerned. The Cæsar states itself as commissioned to capture all vessels acting in contravention of the Abolition Laws. But this authority could only be founded on the 51st Geo. III. to seize all British vessels evading, or acting against that Act. The word capture does not occur in it. Here it was necessary to observe that this, as well as all other British Acts of Parliament, could only effect the subjects of other nations as was consistent with the general law of nations, and could only be narrowed and construed in adherence thereto. The Judge of Sierra Leone, carrying with him a liberal education, and no doubt actuated by a laudable zeal for the enforcement of those laws respecting the abolition of the slave trade, had done that which he considered justice between the parties; but he (Sir Wm. Scott) was called upon to direct an

equal administration of justice to all parties, not only upon the common principles of law, but upon every rational principle upon which there was evidence produced by either party. It was enough for the Judge of Sierra Leone to produce such evidence as that his decision should escape censure; but he (Sir W. Scott) was bound to say, that if the right of visitation and search was illegal in time of peace, this information so obtained, though in answer to interrogatories put to the captured, could not be legal evidence thus by force extracted. If there was no right of search, then the party was not only entitled to resist (with all the melancholy consequences which ensued), but such resistance was in itself lawful. If no right of search existed in his Majesty's cruiser, then all the evidence so obtained, as well as the right of seizure and of condemnation, was at an end; because these were merely the effect of the unlawful acts of the seizors. If the right of search existed, then the question was, whether the information so obtained had established the facts—first, that this ship was employed in the slave trade—secondly, that this was in contravention of the French laws.

In time of peace there were two principles of English law which were recognized as fundamental. One is, the entire independence of all Foreign States. The relative power and greatness of one state to another gives no additional rights, but all nations have an equal right to the uninterrupted navigation of all and every the unappropriated parts of the ocean. This freedom in time of peace was the foundation of all public law, and which it concerns all men and all nations, both in their public and private character to maintain. And since no one country has a right to exercise authority over the property or subjects of another, therefore nothing could give authority over those general rights to navigate the seas, but the rights of war, as against neutrals.

This right of visitation and search was founded in necessity and self-defence, in time of war; as upon seeing other nations engaged in the service of the enemy, supplying them with provisions or with warlike stores, and in cases of illegal detention, there was always allowed a compensation to the parties in that of costs and damages.

Another old exploded practice was, to issue letters of marque to make captures, whence the subjects of one nation had been injured by those of another, without being enabled to obtain redress; but by the law of nations now established, no nation could exercise the right of visitation and search towards another upon the sea, except as belligerent powers in times of war, —The reason why it did not exist in times of peace was, because there was not the same necessity. The claims set up by Spain and Portugal in this respect, as to right of search, were not only treated as vain, but extravagant, pretended to be founded upon some grants of their kings, or of the pope, or upon some usurpations. If, however, adjoining to their shores, all nations, and this country in particular, claimed the right of search of foreign vessels, under the excise laws, such as vessels clearing out from this country, but this had nothing to do with the right of visitation and search upon unappropriated parts of the ocean in time of peace. Sweden (although in the case of foreign ships and foreign property) claimed this exemption, which was resisted by the British Government, but such search

being since considered unlawful by our government, that right was finally withdrawn.

Upon the question then, how this right of search in time of peace can be legalized, it must be upon the ground that the captured can be taken to have acted as pirates. This vessel could not be taken as a pirate, for she was not the property of sea-rovers, but of domiciliated French subjects. She could, therefore, only be taken as a slave-trader. Then the question was, whether she was subject, as such, to seizure or condemnation by the British laws. The law of this country made it a transportable offence, not a capital felony; these were the distinguishing features of the offence. Then it is put to the Court upon this very strong ground, that it is to be considered a crime against mankind, and that every nation has a right to prevent the commission of crime; this prevention of crime then, must apply to the overt act, and not to the bare presumption upon which this right of search was maintained. To make the slave trade a crime against nations, it must be considered such by the universal law of nations. The Learned Judge observed, he should have great difficulty in saying this traffic must be considered illegal or criminal, as the law of nations now stood: but let not this opinion be considered as express authority. By the French law he saw nothing to prevent French subjects carrying on the slave trade to any extent with other nations: it was only prohibited to import slaves into the French dominions.

The argument is, that the legislature must have contemplated the exercise of this right in time of peace: otherwise they have left the remedy incomplete, and peace in Europe will be war in Africa. The legislature must be understood to have contemplated all that was within its power, and no more. It provided for the existing occasion, and left to future wisdom, to provide for future times. Nothing can be more clear than that it was so understood by the British Government; for the project of the treaty proposed by Great Britain to France, in 1815, is, "that permission should be reciprocally given by each nation to search and bring in the ships of each other, and when the permission of neutrals to have their ships searched is asked at the commencement of a war, it may then be time enough to admit that the right stands on exactly the same footing in time of war and in time of peace. The fact turns out to be, that such permission was actually refused by France, upon the express ground that she would not tolerate any maritime police to be exercised upon her subjects, but by herself.

It is pressed as a difficulty, what is to be done, if a French ship, laden with slaves for a French port, is brought in? I answer, without hesitation, restore the possession which has been unlawfully divested—rescind the illegal act done by your own subject, and leave the foreigner to the justice of his own country. What evil follows? If the laws of France do not prohibit, you admit that condemnation cannot take place in a British Court. But if the law of France be what you contend, what would have followed upon its arrival at Martinique, the port whither it was bound? That all the penalties of the French law would have been immediately thundered upon it. If your case be true, there will be no failure of justice. Why is the British Judge to intrude himself *in subsidium juris*;

when every thing requisite will be performed in the French Court, in a legal and effectual manner? Why is the British Judge, professing as he does, to apply the French law, to assume a jurisdiction and direct that the penalties shall go to the British Crown and its subjects, which that law has appropriated to the French Crown and its subjects.

It is said, and with just concern, that if not permitted in time of peace, it will be extremely difficult to suppress the traffic. It will be so: and no man can deny, that the suppression, however disagreeable, and however sought, is attended with great difficulties, difficulties which have baffled the most zealous endeavours for many years. To every man it must have been evident, that without a general and sincere concurrence of all the maritime States, in the principle, and in the proper modes of pursuing it, comparatively but little of positive good could be acquired; so far at least, as the interests of the victims of this commerce were concerned in it; and to every man who looks to the rival claims of these States, to their established habits of trade, to their real or pretended wants, to their different modes of thinking, and to their real mode of acting upon this particular subject, it must be equally evident that such a concurrence was matter of very difficult attainment. But the difficulty of the attainment will not legalise measures that are otherwise illegal. To press forward to a great principle by breaking through every other great principle that stands in the way of its establishment, to force the way to the liberation of Africa, by trampling on the independence of other States in Europe; in short, to procure an eminent good by means that are unlawful, is as little consonant to private morality as to public jusice. Obtain the concurrence of other nations, if you can, by application, by remonstrance, by example, by every peaceable instrument which man can employ to attract the consent of man. But a nation is not justified in assuming rights that do not belong to her, merely because she means to apply them to a laudable purpose; nor should she set out upon a crusade of converting other nations to humanity by acts of unlawful force. Nor is it to be argued, that because other nations approve the ultimate purpose, they must therefore submit to very measure which any one State or its subjects may inconsiderately adopt for its attainment. In this very case nothing can be clearer, than that the only French law produced is in direct contradiction to such a notion; because, approving as it does (though to a very limited extent) the abolition, it nevertheless, reserves to its own authorities the cognizance of each cause, and the appropriation of the penalties.

If I felt it necessary to press the consideration further, it would be by stating the gigantic mischiefs which such a claim is likely to produce. It is no secret, particularly in this place, that the right of search in time of war, though unquestionable, is not submitted to without complaints loud and bitter, in spite of all the modifications that can be applied to it. If this right of war is imported into peace by convention, it will be for the prudence of States to regulate by convention the exercise of the right, with all the softenings of which it is capable. But treaties, it must be remembered, are perishable things, and their obligations are dissipated by the first hostility. The covenants, however solemn, for the abolition of the trade, or for the exercise of modes of prevention, co-exist only with the relations of amity. At the same time it may be hoped, that so long as the treaties exist, and their obligations are sincerely and reciprocally respected, the exercise of a right, which *protanto* converts a state of peace into a state of war, may be so conducted as not to excite just irritation. But if it be assumed by force, and left at large to operate reciprocally upon the ships of every State (for it must be a right of all against all), without any other limits as to time, place, or mode of inquiry, than such as the prudence of particular States may impose, I leave the tragedy contained in this case to illustrate the effects that are likely to arise in the very first stages of the

process, without adding to the account what must be considered an awful part of it—the perpetual irritation and the universal hostility which are likely to ensue.

Let it, however, be taken for the present, that the whole of these premises, tending to shew that no right of search upon the high seas exists in time of peace, are either unsound in themselves, or are strained to produce a conclusion that it is so. I proceed to inquire how far the French law had actually abolished the Slave Trade at the time this adventure occurred; having already observed that if it were not, the sentence of condemnation was admitted to be unmaintainable, and that no proof whatever of any French law was produced in the Court below, either by the exhibition of the law itself or by the information received from foreign professors and practisers of that law, or by any thing else than the mere assertion of the prosecutor in the libel. What proof is offered is brought in upon appeal, and the question depends on its sufficiency.—The actual state of the matters, as I collect it from these documents, is this. On the 17th of July, 1815, the British Minister at Paris writes a note to Prince Talleyrand, then Minister to the King of France, enclosing a Protocol of 15th conference, and expressing a desire, on the part of his Court, to be informed, whether, under the law of France as it then stood, it was prohibited to French subjects to carry on the Slave Trade. The French Minister informs him in answer, on the 20th of July, that the law of the Usurper on that subject was null and void (as were all his decrees); but that his Most Christian Majesty had issued directions, that on the part of France "the traffic should cease from the present time everywhere and for ever." In what form these directions were issued, or to whom addressed, does not appear; but upon such authority it must be presumed that they were actually issued. It is, however, no violation of the respect due to that authority to inquire, what was the result or effect of those directions so given? what followed in obedience to them in any public and binding form? And I fear I am compelled to say that nothing of the kind followed, and that the directions must have slept in the portfolio of the Minister to whom they were addressed; for it is, I think, impossible that if any public and authorative ordinance had followed, it could have escaped the sleepless attention of many persons in our own country, to all public foreign proceedings upon this interesting subject. Still less would it have escaped the notice of the British resident Minister, who at the distance of a year and a half is compelled, on the part of his own Court, to express a curiosity to know what laws, ordinances, instructions, and other public and ostensible acts had passed for the abolition of the Slave Trade. On the 30th Nov. 1815, the British and French Ministers declare, in the additional article to the treaty of that date, that their Governments had each in their respective dominions, prohibited, without restriction, their colonies and their subjects from taking any part, whatever, in this traffic. That Great Britain has acted with the *optima fides* upon this matter no one can doubt, who has observed the progress either of its domestic laws, or of its foreign negotiations, and I am far from intimating that the Government of this Country did not act with perfect propriety in accepting such an assurance on the part of France as complete proof of the fact. But that fact being now denied by a person who has a right to deny it (for though a subject, he is not bound to acknowledge any law but what has publicly appeared); and it now being put into a course of legal inquiry, this Court is compelled to demand the common evidence of the fact—the production of the law.—In the same instrument the French and English Governments declare, that without loss of time, they will take the most effectual measures for the complete and universal abolition of the trade; and here again it must be ad-

mitted, that Great Britain has run this race without loss of time, and with a zealous fidelity to her engagements.

The Learned Judge here recapitulated the circumstances which we have before stated, relative to the application of the British Ambassador on the 15th of January, 1817, and his receiving the Ordnance dated only one week prior thereto. That Ordinance is not even yet known to exist in a printed form. It does not by any means satisfy the promises of 1815. It is in substance a mere prospective colonial regulation, forbidding the importation of Slaves into the French Colonies: but consistently with it the French may become common carriers in the Slave Trade for other nations. However, if so pointed and full, it could not effect the present expedition, which was undertaken a twelvemonth before. As to the master's concealment, that cannot prove a law which does not exist; and here the old rule forcibly applies " de non apparentibus et non existentibus edem est ratio." An edict that does not appear cannot bind the honest ignorance of the subject. The Usurper's Edict of Abolition was dead-born: and if any law existed at the time of the transaction, it seems to have been that which permitted the trade for five years. At any rate, the seizer has undertaken to prove the existence of a law in which he has wholly failed.

Upon the whole, therefore, the Court declared, that on both the grounds alleged in the sentence, the condemnation was untenable, and must therefore be reversed; and it consequently restored the ship and cargo; but considering the question as one that was primæ impressions, it did not condemn the seizer in costs and damages.

NAVAL HISTORY OF THE PRESENT YEAR 1817.

(November—December.)

RETROSPECTIVE AND MISCELLANEOUS.

THE war in South America, the only war, we believe, by which the world is at present disturbed, goes on with alternate success on both sides. The arrangements of the Court of Spain with this country, has produced a proclamation from the Prince Regent* of a neutral nature, forbidding the entrance of the natural-born subjects of his Majesty to enter the service of either party, Royalists or Independents, and we repeat our opinion, that neutrality is the wisest course of policy we can, in the present instance of foreign hostilities, pursue. However small our aversion to the cause of the Independents, a cause of retributive justice seems to attend the abettors of revolution, and as we deprecate any revolution, either at home or in our colonies, we do not wish even by a mere connivance at aid, to see the general interests of the nation risked for the interests of an adventurous few. France and Spain were the stout abettors of revolt in our North American Colonies—all Europe united to wrest them from us—and from the revolutionizing spirit engendered there, have we spent our blood and money to rescue all Europe—we have done enough for the national honour of Britain, and let us rely on our industry for the promotion of her Commercial Interests. Spain has no reason to impeach our justice—she has indeed much, to acknowledge our generosity.

* *Vide*, p. 271.

Another of those dreadful visitations to which the West India Islands are so peculiarly subject, have been experienced with consequences so shocking that we hope to find them as stated in the following accounts much exaggerated, and that in the subsequent relations of it, the truth will admit of much abatement:

By the brig Louisa, Captain Williams, which arrived at Norfolk, in America, on the 17th November, in fourteen days from Antigua, intelligence had been received, that a most dreadful hurricane on the 21st of October, had nearly desolated several of the islands, the violence of which was particularly felt at St. Lucia, Barbadoes, Dominique, Martinique, and St. Vincents.

At St. Lucia, the gale was more particularly severe. All the vessels in that port were entirely lost; the Government House was blown down, and all within its walls, comprising the Governor, his lady and child, his staff, secretaries, servants, &c. amounting in all to about fifty persons were buried in its ruins. Not one survived the dreadful catastrophe. And, still more horrible to relate, the officers' and soldiers' barracks were, by the same pitiless blast, demolished, and all within them at the time, about 200 persons, were precipitated into eternity—and all the estates of the island rendered a heap of ruins.

At Dominique nearly the whole town was inundated and the destruction of property immense. Some few lives were lost. The island nearly desolated. Captain Williams did not learn that any vessels were lost.

At Martinique, about fifty sail of vessels were driven out to sea from St. Pierres, principally Americans, and having no ballast, provisions, or other necessaries for a voyage, have probably been lost. Only one of the above vessels has been heard of (a French ship which got into St. Eustatia). The estates here also were greatly damaged.

At St. Vincent's, ten sail of vessels went on shore and were nearly all lost.

Captain Williams could not with certainty recapitulate all the horrors which marked this awful visitation. At Dominique and St. Vincent's, as well as at St. Lucia, the devastation was so complete as to amount almost to annihilation. It will be many years at least before those islands can be restored to their former condition.

A schooner from Philadelphia, bound to St. Bart's, with wine and brandy, was lost on Barbuda reef, the crew and part of the cargo saved.

It was reported at Antigua that his Majesty's ship Antelope, 50 guns, Rear-Admiral Harvey, was lost in the gale. She sailed from Pigeon Island for Barbadoes the night previous to the gale.

(Kingston, St. Vincent's), Oct. 22.

Monday was generally remarked close beyond precedent, with light air from N. W.; heat oppressive, though probably the thermometer might not have exceeded 83. These insidious precursors created symptoms of no distant change, especially as the full moon was on the approach. Tuesday was ushered in with a violent swell from the N. W. which increased to a gale from that quarter, attended with a deluge of rain and an obscured sky. At one o'clock, P. M. a moment of dire distress presented the following vessels on the beach; viz.—Schooner Anne and Eliza, the property of Thos. Arindell; sloop Retrieve, Mr. James Grant; schooner Good Intent, from Demerara; schooners Relief, W. Durham, and Alecia. The Relief had lately arrived from Bermuda, with a valuable cargo of flour, &c. the greater part of which will be saved. The proprietor of the Flying Fish, with judgment and presence of mind, ordered the masts to be cut: this prudent order induced the owners of the Vigilant and Hunter to follow so timely an example, by which means these sloops weathered the storm.

The following vessels rode out the gale; viz. ship Westmorland, brig, Lord Exmouth, schooner Liverpool, ketch John, schooner Mountserata, sloop Triangle, and schooner Mouche. The wind obstinately blew until dark from S.S.W. impelling surge on surge with violent impetuosity towards the beach, attended with torrents of rain; we experienced neither the shock of earthquake, nor did we hear the roar of thunder.

The schooner Triumph and Fox came on shore at Caillinque, and sloop Concord broke her cable early in the morning, and stood to sea.

Of interior casualties, little can now be added, as few reports have reached town. Of canes lodged, plantain walks up-rooted, and ground provisions destroyed, we fear, may form the bulletin of another paper.

Letters received at Norfolk, (North America) from Barbadoes, dated the 22nd of October, and carried to the former place by the British cutter George and Robert, state, that in the hurricane of the preceding day, fourteen sail of vessels were driven on shore, the greater part of which would be lost; and that some damage would be sustained in the interior. One letter, dated Bridgetown, October 21, contains the following paragraph:

"During the greater part of last night and this day, we have experienced very tempestuous weather from various points of the compass, and whilst it prevailed from the Southward, we have to regret that several vessels were driven on shore. The following are those that we have heard of: Barque Crown Prince; brigs Adelphi and Greyhound; schooners Hazard, Lady Nelson, and Fly; sloops Thomas Spencer, Earl Sandwich, and Economy; and some others whose names we have not been able to learn. We are informed that no lives were lost on these vessels going ashore; but one or two negroes, who hazarded themselves to procure some shingles that were floating near the pier head, were drowned, owing to the tremendous surge that they had to encounter. A guard from the 63d regiment has been sent for the protection of the property that may be saved from those wrecks, and the drums are now summoning a part of the royal regiment for the same purpose.".

The ship Alexander, W. Bunney, master, from St. Petersburgh, arrived, at Hull on the 16th Dec. He left Constadt on the 26th ultimo. The winter had set in, and the Gulph was frozen over several days previous, insomuch, that with difficulty and by cutting the ice, the Lord Wellington, Brown, from this port, and Platoff, from London, with bale goods, reached the Mole-head on the 25th. On the 26th Mr. Bunney commenced his voyage, and with great exertions succeeded in getting down about five miles that day; the Oxenhope, Ward, and Brutus, Frost, followed, and in the evening the former was about a mile and a half, and the latter 2½ miles astern. The ice was very strong, and extended beyond the limits of vision from the mast-head; so that it appeared impossible to proceed. On the 27th, a heavy snow fell, and the frost was intense. In the morning of the 28th it blew a gale, with snow, from the East, and when day-light appeared, the Alexander had drove away in the field of ice, five miles to the Westward of Toll Beacon, the wind then at N. E. He got sail upon the ship, and forced her through it; but continued to be much incommoded with heavy fields of ice, as low as Bork Island. The Oxenhope had changed her position on the morning of the the 28th, but Mr. B. thinks it would be almost impossible for her to get away. On the 5th instant, the Alexander reached the Sound, and next day a heavy gale came on, during which several vessels drove, and lost anchors. The Woodhall, Smith, of this port, for Petersburgh, with bale goods, put into Revel on the 28th ult. as did two brigs with similar cargoes from London for Petersburgh. This intelligence was brought to the Sound by the Jessie, of London, from Revel.

A METEOROLOGICAL JOURNAL,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From the 20th of November, to the 20th of December, 1817.

1817.	Winds.	Barometer. Max.	Barometer. Min.	Barometer. Med.	Thermometer. Max.	Thermometer. Min.	Thermometer. Med.	Evap. in In. &c.	Rain in In. &c.	
		In.	In.	In.						
Nov. 21	W. to N.W.	30·12	30·02	30·070	56°	44°	50°	—	.02	
22	N.W. to E. b N.	30·30	30·28	30·290	50	40	45	—	—	
23	W.N.W. to W.	30·25	30·18	30·215	48	48	46·5	·10	—	○
24	W. to N.W.	30·05	29·97	30·010	52	34	4	—	·02	
25	W.N.W. to N.W.	30·21	29·97	30·090	45	41	4	—	·08	
26	N.W. to W.	30·32	30·21	30·265	53	46	4	·10	—	
27	W.	30·32	30·30	30·310	55	46	50·5	—	—	
28	S. b W.	30·28	30·21	30·245	52	47	49·5	—	—	
29	W. to S.W.	30·14	30·12	30·130	56	52	54	—	·03	
30	W. to S.W.	30·12	30·08	30·100	56	53	54·5	[illegible]	·08	
Dec. 1	S.W. to W.N.W.	30·02	29·84	29·930	55	45	50	—	.58	☾
2	W. b N. to N.	29·76	29·64	29·700	48	31	39·5	—	·04	
3	N. to N.N.W.	29·76	29·64	29·700	43	32	37·5	·05	—	
4	N. to N.W.	30·04	30·00	30·020	42	38	40	—	—	
5	S. to S.W.	29·82	29·70	29·760	48	40	44	—	·57	
6	W. to N.	29·95	29·54	29·745	44	36	40	·05	—	
7	W.N.W. to S.W.	29·55	29·49	29·520	46	40	43	—	·26	
8	W. to W.N.W.	28·80	28·68	28·740	47	38	42·5	—	·08	●
9	N.W.	29·36	29·28	29·320	42	30	36	[illegible]	—	
10	N.W.	29·56	29·37	29·465	38	25	31·5	—	—	
11	N.W.	29·71	29·64	29.675	36	24	30	—	—	
12	N. b W. to S.	29·77	29·76	29·765	44	28	36	·05	·15	
13	S. to S.S.W.	29·70	29·69	29·695	49	45	47	—	·34	
14	S. to W.	29·69	29·55	29·620	56	38	47	—	·25	
15	W. to S.W.	29·79	29·74	29·760	48	44	46	none	·24	☽
16	S. to S.W.	29·93	29·78	29·855	53	40	46·5	—	·34	
17	S.W. to W.	29·83	29·62	29·725	45	42	43·5	—	·74	
18	W.	22·13	29·04	29·085	48	39	43·5	—	—	
19	W. to N.W.	29·09	28·96	29·02[illegible]	48	40	44	—	·02	
20	N. to N.E.	29·74	29·45	29·595	46	34	40	·10	—	
		30.32	28·68	29.781	56	24	43·8	·55	3.82	

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

Results.

		Inches.		
Barometer	Maximum..	30·32	Nov. 26th and 27th,	Wind W.
	Minimum..	28·68	Dec. 8th,	Ditto W.N.W.
Range		1·64		
Mean barometrical pressure		29·781		
Greatest variation in 24 hours		·82		
Number of Changes........		23		
Thermometer	Maximum..	56°	Several times,	Ditto W.S.W.
	Minimum..	24	Dec. 12th,	Ditto N. by W.
Range		32		
Mean temperature of the Atmosphere		43·8		
Greatest variation in 24 hours		21		
Evaporation during the period		·55	Inches.	
Rain ditto		3·82	Do.	

Winds, for the most part, Westerly. During the last four or five days, we have experienced an incessant gale from the same quarter.

REMARKS ON THE WEATHER.

NOVEMBER 21. A.M. overcast with *cumulostratus*: light rain in the afternoon, and *cirrocumulus* in flocks and in beds, upon which small lunar halos and coronas of various colours were formed at night.

22. A fine calm day, with *cirrus*, *cirrocumulus*, and *cirrostratus*: a turbid sky at sun-set; afterwards clear, then cloudy.

23. Overcast (*cumulostratus*) all day and night; rather hazy below; and light airs from the West.

24. A.M. as the preceding: the afternoon fine, with *cumuli*, *cirrocumuli*, linear *cirrus*, and occasional light showers. At 9 P.M. a lunar halo, whose horizontal diameter was exactly 45° Capella, in the constellation Auriga, being 22° 30′ E. by N. from the Moon's centre, and on the exterior edge of the halo, which measurement doubled gives the 45°. At a quarter past nine this luminous circle round the Moon was succeeded by one of about 7° in diameter, with a large yellow concentric corona; they were formed on a passing bed of *cirrus* from the N.W., and exhibited four of the most lively prismatic colours. At a quarter before 10, a halo of the same diameter as the first appeared round the Moon, and continued till midnight: its periphery was most perfect when the Moon came to the meridian, or when her altitude was greatest; for the perpendicular diameter of a lunar or solar halo, when near the horizon, is always somewhat greater than the horizontal diameter.

25. A transparent atmosphere till 10 A.M., then linear *cirrus*, and hemispherical piles of *cumuli* capped: the sky overcast with dense *cirrostratus* after sun-set, followed by a hollow wind, and rain.

26. An overcast sky all day and night, and a brisk wind.

27. & 28. Fine, with *cirrostratus* sometimes below, and at other times inosculated with *cirrocumulus*.

29. & 30. A.M. an overcast sky, except at some short intervals, when the Sun shone through the openings in a veil of *cirrostratus*, above which the mare-tailed *cirrus* was observed: P.M. light drizzling rain, and wind, and tempestuous weather. The humid state of the respirable air this month has had a powerful effect upon the human constitution, in obstructing the insensible perspiration, and thereby causing colds, coughs, &c.

DECEMBER 1. A rainy day and night, with frequent squalls of wind.

2. A.M. as the preceding: P.M. *cirrostratus* and *cumuli*.

3. Hoar frost, with ice, and much water accumulated on the inside of the windows early: a fine sunny day, with plumose *cirrus*, *cirrostrati*, *cumuli*, and a moderate gale from the North.

4. The day as the preceding, except the wind, the air being calm: overcast and misty at night.

5. Overcast with *cumulostratus*, and a strong breeze from the S.W.: heavy rain and a gale in the night.

6. As the preceding till 9 A.M., afterwards a transparent sky, and *cumuli* near the horizon.

7. Drizzling rain till 9 A.M., then fine, with *cirrus* and *cirrostratus* till noon: P.M. heavy *cumulostratus* and a few drops, followed by a rainy night.

8. A.M. fine, with *cirrocumulus* and *cirrostratus*, and a brisk gale from the West; the barometer is now lower than we have seen it here for the last four years: early this morning there was a high spring tide, the Moon's horizontal parallax being 1° 1′ 14″. P.M. general cloudiness, *nimbi* and rain.

9. A veil of *cirrostratus* till sun-rise; afterwards a clear day and night; a steady breeze from the N.W., and a rising barometer.

10. A smart hoar frost—the water which accumulated on the inside of the windows last evening was converted into *spiculæ* of ice, appearing like mountains, trees, plumes of feathers, rivers, &c.: a fine sunny day, with several beds of *cirrocumulus* clouds: at sun-set the crescent of the new Moon appeared in the S. W. a clear frosty night.

11. The day and night nearly as the preceding, with the addition of plumose *cirrus* from the N.W.; and low *cumuli* in the South: at 6 P.M. the *via lactea*, or milky way, very bright with telescopic stars from E.N.E. to W. S. W.

12. At 7 A.M. the thermometer stood at 24°, or 8° below the freezing point; more hoar frost had accumulated on the ground than in the preceeding night, and it was rather foggy till 10 A.M., when plumose *cirrus* appeared, followed by much *cirrocumulus*: P.M. *nimbi* and rain: the maximum of temperature occurred at midnight.

13. Wind and rain, and rather foggy all day: large crowned *nimbi* and showers by night.

14. Drizzling all day: *nimbi* and showers in the evening, with short intervals of moonlight: during the last 50 hours it has rained here almost incessantly, and the increase in the temperature in the interim is 32°.

15. A *stratus* on the harbour, and a clear sky till 10 A.M., then frequent *nimbi* and showers: at 1 P.M. a perfect rainbow, whose diameter along the earth measured 80°: the remainder of the day and night stormy.

16. High wind and successive showers through the day and night: the maximum of temperature at 10 P.M.

17. A hard westerly gale from midnight till 5 A.M.: a fine day with much *cirrus*, sometimes appearing in long bands like the meridians on an artificial globe: a most tempestuous night.

18. A fine day, with plumose and ramified *cirrus*, *cirrocumulus*, and *cirrostrati* in flocks and in beds: a white moonlight, and a continuation of the gale from the same quarter.

19. A short shower at 8 A.M.; the weather nearly as yesterday—the gale considerably stronger from the N.W. at night.

20. Overcast till 10 A.M., then fine with *cumuli* and *cumulostratus*, till 2 P.M. afterwards a veil of attenuated *cirrostratus*, and a cold breeze from the North.

Promotions and Appointments.

[IN NOVEMBER.]

Captains, &c. appointed.

Admiral the Hon. Sir George Campbell, K.C.B. is appointed by H.R.H. the Prince Regent to be a Groom of His Majesty's Bed-chamber.

Capt. Basil Hall, of H.M. sloop Lyra, is promoted to the rank of post captain.

Capt. Thomas Graves, to the Bulwark.

Capt. George M'Kinley, of the Bulwark, to Greenwich Hospital; *vice* Capt. Portlock, deceased.

Capt. G. G. Willes, to the Cherub; Sir James Lucas Yeo, K.C.B. to the Semiramis.

Lieutenants, &c. appointed.

Lieutenants Wm. Mingay, and W. Malone (a), to be superannuated commanders.

Lieutenants W. Murriel, to the Bulwark; Mark Kent, to the Conqueror; Robert Pearce, to the Favorite; Charles Parker, to the Cadmus; Robert Dwyer, to the Florida; G. C. Gambier, to the Minden; G. C. Yeo, to the Semiramis; Joseph Harrison, to ditto; G. V. Jackson, to the Sybille W. F. Parker, to the Griffon.

Messrs. Charles Hope, Richard Chamberlayne, and Henry Eden, are promoted to the rank of Lieutenants.

Masters, Pursers, &c. appointed.

Mr. J. R. Mayne, to be Master of the Ister; J. M. Dougal, to the Pigmy Cutter; Thomas Lane, to the Lee.

Mr. T. C. Phelan, to be Purser of the Semiramis; Joseph Mara, to the Esk; Isaac C. Roberts, to the Melville.

J.T. Lethbridge, Esq. is appointed Secretary to Sir Home Popham, K.C.B.

DEATHS.

On the 29th July last, at the Commissioner's house, Cape of Good Hope, after a long and painful illness, which she bore with true Christian fortitude and resignation to the divine will, Lady Brenton, wife of Sir Jahleel Brenton, Bart. K.C.B. and K.S.F.

On the 31st. October, at Torquay, Capt. George Bowen, R.N. brother to Commissioner Bowen, and the late Capt. Richard Bowen, who fell at the attack of St. Cruz, Teneriffe, under the command of the immorta Nelson. Commission dated April 29th, 1802.

On the 2d of November, at Lyndhurst, in the New Forest, at the residence of his son-in-law, Capt. Burney, Hugh Somerville, Esq. of Mount Pleasant, near Plymouth, and Purser of H.M ship Queen Charlotte, the flag ship at Portsmouth. In him society has lost a valuable member, and the navy an honest upright officer, whose suavity of manners, generous and philanthropic conduct, obtained for him the friendship and esteem of many distinguished officers under whom he served, during a series of nearly 40 years. He was a most affectionate husband, an indulgent parent, and a sincere friend, and is much regretted by all who knew the goodness and integrity of his heart. His remains were removed to his residence at Gosport on Monday, and interred at Alverstoke on the Saturday following, with those of Mrs. Somerville, who departed this life about 16 months ago, at Gosport.

On the 4th November, at Tregonoir, near Falmouth, Mrs. Elizabeth Wilson, wife of Mr. William Wilson, Purser, R.N.

On the 6th November, at his father's house at Jersey, Lieutenant Whittaker, R.N. late of Portsea, aged 24 years.

Lately, Rear-admiral William Duddington. Date of superannuation, 12th November, 1794.

Suddenly, at Hertford, near Huntingdon, Joseph Stephenson, M.D. formerly surgeon of the Royal Hospital at Haslar.

FOR DECEMBER.

Captains, &c. appointed.

Captain Barnard, to the Conway; Capt. Hill, to the Towey; Captain Parker, to the Bacchus.

Capt. J. Wallis, who was lieutenant to Capt. Wright, murdered in the Temple at Paris, is promoted to the rank of post-captain, and appointed to the command of the Racoon sloop, on the St. Helena station.

Lieutenant Hon. J. Rous, is promoted to the command of the Podargis.

Lieutenants, &c. appointed.

Lieutenant D. Mercer, is appointed to the command of the Badger, revenue cutter.

Lieutenant Herringham, of the Tigris, is promoted to the rank of commander.

Lieutenant W. Renurck, to be Master Warden of the dock-yard at Woolwich.

Lieutenant Wade, to command the Defence, revenue-cutter.

Mr. Coote Heyley Hutchinson, of H.M. ship Tiber, is promoted to the rank of commander.

Lieutenant C. Dent, to the Challenger; Mr. Roberts, is promoted to be a lieutenant of the Orlando; Lieutenant R. Tait, to the Albion; Mr. Parken, to be a lieutenant, and to the Orlando; Mr. Carpenter, to be a lieutenant of the Minden; Mr. Rooke, of the Magicienne, to be a lieutenant of the Bacchus; Lieutenant Charles Cole, to be flag-officer to Admiral Sir Home Popham, at Jamaica; G. Lindsay, to the Cherokee; H. Harrison, to the Conqueror; Thomas Tambs, to the Childers; G. Wells, to the Dee; F. Hastings, to the Pelican; C. Milbourne, to the Ganymede; G. Wills, to the Stork; —— Thompson, to the Redbreast.

Pursers, &c. appointed.

Messrs. W. H. Dwarris, J. Cambell, R. Hippesley, G. Welch, Arthur Moore, and William Aldred, are promoted to the rank of lieutenants.

Mr. G. Acheson, is appointed surgeon of the Albion, and Mr. Bates, to the Andromache.

Mr. James Henderson, to be purser of the Queen Charlotte; *vice* Somerville, deceased.

DEATHS.

On the 24th April, off the coast of Malabar, on board H.M. sloop the Challenger, Mr. Robert Seppings, midshipman, eldest son of Robert Seppings, Esq. of East Rodham, Norfolk.

On the 21st August, on board H.M. frigate the Pique, on a passage from Vera Cruz to Jamaica, Lieutenant Richard Francis Wilkins, of the royal marines. Date of commission, 20th January, 1809.

On the 8th November, on board H. M. ship Melville, at sea, Mr. William Steer, Master of that ship. Date of warrant, 13th May, 1813.

On the 12th December, in Bond-street, aged 63 years, Vice-admiral William Bligh, F.R.S. of Farnham house, Kent.

Lately, at Hambledon, near Hants, at the house of his son-in-law, Capt. M. Bradby, R.N. Admiral Billy Douglas, aged 67 years. Date of commission as Admiral of the Blue, Dec. 4th, 1813.

Lately, at his house in Russell-street, Bloomsbury, at an advanced age, greatly respected by a numerous acquaintance, John Page, Esq. Navy-agent. Mr. Page left by his will to his neice and nephew, more than 120,000l.

Lately, Mrs. Lave, wife of Mr. A. D. Lave, Purser, R.N.

Lately, was drowned, by the upsetting of one of the boats of H.M. ship Rochfort, Mr. T. Hammond, midshipman of that ship.

Lately, at his house on Blackheath, aged 73 years, universally respected, Edward Sison, Esq. many years master shipwright of H.M. dock-yard at Woolwich.

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APPENDIX.

No. I.

HISTORICAL ACCOUNT OF THE BRITISH NAVY,

FROM 1793 TO THE END OF 1814.

[IT having been suggested, that the printing the Historical Account of the British Navy in the form of an Appendix, and also that the *heads* of the subject, if more distinctly arranged, would be more agreeable to the eye, and more clear to the understanding of the reader, we have, in compliance with those suggestions, re-commenced the article under a corresponding form.—The references of vol. and page are to the Naval Chronicle.]

ATLAS, 98, Built at Chatham 1782: length of gun-deck 177 feet 7 inches, keel 145 feet 8¾ inches; breadth, 50 feet 2 inches; depth of hold, 21 feet; tons, 1950.
Edmund Dodd, 1795.
Matthew Squire, March, 1797.
Shuldham Peard, January, 1799.
Theophilus Jones, April, 1799.
William Johnstone Hope, May, 1803.
Reduced 1802 to 74 — Samuel Pym (acting), July, 1804.
William Brown, 1805. In Sir J. Duckworth's action, Feb. 6, 1806. See Superb, and vol. xv. p. 254. Present at the capture of l'Alexandre, 84, l'Jupiter, 74, le Brave, 74; and the destruction of the l'Imperial, 120, and the Diomede, 84.
James Sanders, January, 1808.
Admiral Purvis, } April, 1808.
James Sanders, }
James Sanders, June, 1809.

ALEXANDER, 80. *(F.)* Taken by Superb, Feb. 6, 1806. See Superb, vol. xv. p. 254.

AJAX, 80, Built at Randall's Yard, Rotherhithe, 1798.
James Hawkins Whitshed, January, 1798.
John Holloway, June, 1798.
John Pakenham, July, 1798.
John Osborn, April, 1799.
Hon. Alexander Forrester Cochrane, May, 1799. Captured 9th January, 1800, the Avantageux, French privateer.
John Bradby, March, 1802.
Lord Garlies, June, 1804.
Christopher Laroche (acting), March, 1805.
William Brown, May, 1805. In Sir R. Calder's action, 22d July, 1805. See Prince of Wales, and vol. xiv. p. 163 and 168; present at the capture of San Rafael, 84, and la Firme, 74.
Lieutenant John Pilford (acting), October, 1805. In Lord Nelson's action off Trafalgar, October 21, 1805; see Victory, and vol. xiv. p. 407, 422, 429, and 433; present at the capture of the Bucentaur, 80, Achille, 74, Swiftsure, 74, Fougeux, 74, Indomptable, 74, Berwick, 74, Aigle, 74, Intrepide, 74, Redoubtable, 74, Algeziras, 74, Bahama, 74, San Ildefonso, 74, San Juan Nepomucino, 74, Monarca, 74, Francisco de Asis, 74, El Rayo, 100, Neptuno, 84, San Augustin, 74, Santissima Trinidada, 140, Argonauta, 74.
Burnt Feb. 6, 1807, by accident. — Hon. Henry Blackwood, January, 1806. See vol. xvii. p. 320; court martial, vol. xvii. p. 378.

AJAX (2d), 74, Built by Wells, Blackwall, May, 1809; length of gun-deck, 176 feet, 3 inches; keel, 144 feet, 11 inches; breadth, 47 feet, 9 inches; depth, 21 feet; tons, 1761.
Robert Waller Otway, June, 1809; vol. xxiv. p 429. Destroyed, in company with Kent, Cambrian, Sparrowhawk, and Minstrel, a French ketch (name unknown), 14 guns, 60 men; 2 xebecs, 3 guns each, and 30 men; vol. xxv. p. 155; captured, in company with the Unité, the Dromedaire, French frigate-built ship, vol. xxv. p. 427.
James Brisbane, April, 1811.
Sir Robert Laurie, October, 1811.
Robert Waller Otway, June, 1813. Captured l'Alcyon, French national brig, 16 guns, 120 men; vol. xxxi. p. 348.
George Mundy, October, 1814.

ABERCROMBIE, 74, *F.* (former name, Hautpoult.) Taken April 17, 1809, by Neptune, Pompee, Castor, Latona, Recruit, and Hazard; see vol. xxi, p. 435. She is a very beautiful ship, the cells of her lower-deck port are 6 feet 2 inches from the water's edge, being a greater height than any other ship in the navy; tons, 1908; vol. xxiv. p. 103.
Charles Napier, June, 1809.
John Richards, September, 1809.
Commodore William Charles Fahie, December, 1809. Destroyed, 18th December, 1809, in company with the Pompee, Sceptre, Alfred, Alcmene, Blonde, Perlen, Thetis, Castor, Freija, Pultuck, Observateur, Cygnet, Ringdove, and Hazard, the Loire, 40, and la Seine, 40; vol. xxiii. p. 168 and 431.

ABOUKIR, 74, *F.* (formerly Aquilon.) Broken up. Taken August 1st, 1798, by Vanguard; vol. i. p. 44 and 84.
Thomas Bowen, 1798.

ABOUKIR, (2d), 74. Built at Brindley's, Frindsbury, in 1808.
George Cockburn, March, 1808.
Percy Frazer, April, 1808.
George Parker, May, 1808.
Norborn Thomson, September, 1813. Captured at Genoa, April 18, 1814, in company with America, Caledonia, Edinburgh, Boyne, Union, Prince of Wales, Pembroke, Berwick, Curaçoa, Rainbow, Pylades, Iphigenia, Furieuse, Cephalus, and Swallow, the Brilliant, 74, Coureur, 18, Renard, 18, Sphynx, 18, and Endymion, 16; and a 74 unnamed on the stocks; vol. xxxi. p. 502.

ACHILLES, 74. Built at Cleverley's, Gravesend, in 1798; length of gun-deck, 182 ft. 2 in.; keel, 149 ft. 9 in.; breadth, 49 ft.; depth, 21 ft. 10 in.; tons, 1916.
Hon. Henry Edwin Stanhope, June, 1798.
George Murray, April, 1799.
Edward Buller, January, 1801.
James Wallis (acting), November, 1801.
Edward Buller, January, 1802.
John Okes Hardy, May, 1802.
Richard King, April, 1805. In Lord Nelson's action off Trafalgar, 21st Oct. 1805. See Victory, and vol. xiv. p. 407, 422, 429, and 433. Present at the capture of 20 sail of the line. See Ajax and Victory.
Aiskew Paffard Hollis, February, 1811. Captured, in company with the Cerberus, 17th July, 1812, twelve sail of Trabaccoloes; vol. xxviii. p. 345
——— Dundas (acting), May, 1811.
Aiskew Paffard Hollis, July, 1812. Captured, in company with the Milford, 4 sail of vessels; vol. xxx. p 239.

AGINCOURT, 64. (now Bristol.) Built at Perry's Yard, Blackwall, in 1796; length of gun-deck, 172 ft. 8 in.; keel, 144 ft.; breadth, 43 ft.; depth, 19 ft. 8 in.; tons, 1416.
John Williamson, October, 1796. In Lord Duncan's action off Camperdown, October 11, 1797. Present at the capture of 9 sail of the line and 2 frigates. See Venerable, and vol. iv. p. 107. Court Martial, vol. xxvi. p. 9.
John Lawford, January, 1798.
Admiral Hon. William Waldegrave, John Bligh, } March, 1798.
Admiral Charles Morice Pole, George Frederick Ryves, } May, 1800.
Charles Marsh Schomberg, May, 1803.
Thomas Briggs, March, 1804.
Robert Henderson, June, 1806.
William Kent, November, 1808.

AGINCOURT (2d), 74, Laid down in the King's Yard, Plymouth, 1812.

ALBION (3d), 74. Built at Perry's Yard, Blackwall, in 1802.
John Ferrier, November, 1802. Captured May 30, 1803, in company with the Minotaur and Thunderer, the Francaise frigate, 44 guns, 187 men; vol. ix. p. 489: 24th January, 1804, in company with Sceptre, the Clarissa French privateer, 12 guns, 157 men: vol. xii. p. 130.
Admiral Saumarez, John Ferrier, } January, 1803.
John Ferris Devonshire, March, 1813.
Admiral Cockburn, Charles Bayntun Hodge Ross, } March, 1814.—Vol. xxxiii. p. 434.

ALBION, 60. Built 1763. William Swaffield, 1794.
Thomas Hamilton, 1795.
Henry Savage, 1797. Wrecked in the Sevin, April 27, 1797.

ALBION (2d), 20, armed ship. Purchased in 1798.
James Hills, 1798.
Matthew Smith, 1799. Captured by the Malarteque, French privateer, March, 1800; vol. iv. p. 337.

ALBION, (cutter hired.) Lieutenant Mayson Wright, June, 1803. Captured June 24, 1803, the Marengo, French privateer, 6 guns, 26 men; vol. x. p. 75.

ALCIDE, 74. Built at Deptford, 1779. Length of gun-deck, 168 ft.; keel, 139 ft. 1¼ in.; breadth, 46 ft. 10 in.; depth, 18 ft. 10 in.; tons, 1625.
Robert Linzee, 1793.
Commodore R. Linzee, John Woodley, } February, 1794.
Admiral R. Linzee, Thomas Revell Shevers, } June, 1794.
Sir Thomas Byard, August, 1794.
Admiral Philip Cosby, October, 1794.

ALEXANDER, 74. Built at Deptford, 1778. Length of gun-deck, 169 ft.; keel, 138 ft. 5⅛ in.; breadth, 46 ft. 11 in.; depth, 20 ft.; tons, 1621.
Thomas West, ———, 1793,
Taken in 1794. — Richard Rodney Bligh, May, 1794. Taken by Admiral Neuilly's squadron of 5 sail of the line, 3 frigates, and a brig, Nov 6, 1794; vol. xiii. p. 426. Court Martial, vol. xiii. p. 429. Retaken by Lord Bridport. See Royal George, and vol. i. p. 278.
Retaken 23d June, 1795.
Recommissioned by same name. — Alexander John Ball, January, 1797. In Lord Nelson's action of the Nile. See Vanguard, vol. i. p. 44 and 62. Present at the capture of 10 sail of the line, August 1st, 1798.
Lieutenant William Harrington (acting), February, 1800. Captured 18th February, 1800, in company with Audacious, Foudroyant, Northumberland, Lion, Queen Charlotte, Phaeton, Success, Minorca, and El Corso, the Genereux, 74, Admiral Perrée; vol. iii. p. 402.
Broke up. — Manley Dixon, February, 1801.

ALFRED, 74. Built at Chatham in 1778. Length of gun-deck, 169 ft.; keel, 138 ft. 5½ in.; breadth, 47 ft. 2 in.; depth, 20 ft.; tons, 1638.
John Bazeley, February, 1793. In Lord Howe's action of 1st June, 1794. See Queen Charlotte. Present at the capture of le Juste, 80, le Sans Pareil, 80, l'Amerique, 74, l'Achille, 74, Northumberland, 74, Vengeur, 74, l'Impetueux, 74; vol. i. p. 18; vol. iii. p. 252.
Thomas Drury, December, 1795. Captured la Favorite, 22, March 5, 1796, and la Renommée, 44, July 20, 1796.
Thomas Totty, January, 1797. Captured la Scipion, 20 January, 1798, le Rencontre, French priv. 6 guns, Feb. 16, 1798. Captured, 16th December, 1797, la Decidée, F. priv. 10 guns.
John Bligh, April, 1807.
Joshua Rowley Watson, March, 1809. Present at the destruction of la Loire, 40, la Seine, 40, French frigates, 18th December, 1809. See Abercrombie, and vol. xxiii. p. 168.
Broke up 1812. — Joshua Sidney Horton, August, 1811.

AMERICA, 64. Built at Deptford in 1777. Length of gun-deck, 159 ft. 6 in.; keel, 131 ft. 2 in.; tons, 1370.
Commodore John Blankett, ——— ——— } April, 1795. Present at the surrender of the Cape of Good Hope, 18th August, 1795, to Lord Keith. See Monarch, and the following ships belonging to the Dutch: Dordrecht, 66 guns, 370 men, Rear-admiral Lucas, Revolution, 66, Admiral Tromp, 54, Castor, 44, Braave, 40, Bellona, 28, Sirine, 26, Havik, 18; vol. x. p. 9 and 20.
Commodore J. Blankett, Edward Buller, } ———, 1796.
John Smith, ———, 1798. One of Admiral Mitchell's fleet, Aug. 30, 1799. Present at the surrender of the Dutch fleet—Washington, Admiral Story, 74, Guelderland, 68, Admiral De Ruyter, 68, Cerberus, 68, Utrecht, 68, Leyden, 68, Beschermer, 54, Batavier, 54, Amphitrite, 44, Mars, 44, Ambuscade, 32, Galathea, 16, Urwachten, 66, Bevederschop 54, Hector, 44, Duiffee, 44, Expedition, 44, Constitution, 44, Belle Antoinette, 44, Unic, 44, Helder, 32, Follock, 24, Minerva, 24, Venus, 24, Alarm, 24. Captures August, 1798, the Hussar, French privateer, 14 guns. See Isis, and vol. ii. p. 349, 616, and 619. A-ground, and not in the line.
Joseph Bingham, Feb. 1800.
Admiral Sir William Parker, Joseph Bingham, } April, 1800. Court Martial, vol. v. p. 278, for running her on shore on the Formigas.
Lost by running on shore in West Indies.

AMERICA (2d), 74. Built at Wells's Yard, Blackwall, 1809.
Thomas Usher, May, 1811.
Josias Rowley, May, 1811. See vol. xxviii. p. 161; vol. xxxi. p. 168; Captured at Genoa, April 18, 1814, two 74-gun ships, four 18-gun sloops; see Aboukir, and vol. xxxi. p. 502, 504.

ANSON, 64. Built at Plymouth in 1781.

Ditto, 44. Reduced in 1794 from a 64.
Philip Charles Durham, April, 1794. Captured, 19th October, 1797, in company with Boadicea, the Zephyr, French priv. 8 guns; 17th Nov. in company with Boadicea, the Railleur, French priv. 20 guns; 8th Feb. 1798, the Jason, French priv. 12 guns; in company with Phaeton, la Hore, French frigate, 36 guns, Sept. 8, 1798; Daphne, 20, Dec. 28, 1797; la Loire, 44, Oct. 18, 1798; in company with Ethalion, le Boulonnois priv. 14 guns, 70 men, Feb. 2, 1799; vol. i. p. 434; vol iii. p. 42; l'Etoile, 18 guns, in company with la Pomone, Artois, and Galatea; vol. iii. p. 350, and 356; la Vainqueur, 4 guns, 27 April, 1800; le Hardi priv. 18 guns, and 194 men, 29 April, 1800; vol. iii. p. 498; vol. iv. p. 237; 29th June, 1800, the Gibraltar, Spanish privateer, 10 guns, and Salvador, 10 guns, in company with Constance; 31 Aug. 1798, in company with Phaeton, le Mercure, French priv. 18 guns.
William Edward Cracraft, January, 1801.
Charles Lydiard, December, 1805. In company with the Arethusa, captured la Pomona, Spanish frigate, 38 guns, 347 men, Aug. 23, 1806, and 42 gun-boats; vol. xvi. p. 504. In company with Arethusa, Latona, and Fisguard, captured the Island of Curaçoa, 1st January, 1807, and Hatslaar, Dutch frigate, 36 guns, Surinam, Dutch sloop of war, 22 guns, and 2 schooners; vol. xvii. p. 169; vol. xix. p. 447, 55, and 452. Court Martial, vol. xxix. p. 83.
Wrecked 27th Dec. 1807, in Mount's Bay.

ANSON (2d), 74. Built in 1812.

ARMADA, 74. Built in 1810, at Blackburn's, Turnchapel, near Plymouth. Length of gun-deck, 176 ft.; keel, 145 ft.; breadth, 47 ft. 6 in.; depth, 21 ft.; tons, 1741.
Adam M'Kenzie, August, 1810.
Charles Grant, January, 1812. Vol. xxx. p. 260; vol. xxxi. p. 168; vol. xxxii. p. 160.

ARVE PRINCEN, Danish 74. Taken by Prince Wales, at Copenhagen, September 7, 1807. See vol. xviii. p. 247 and 252.
Lieutenant James Fuller, ———, 1813. A prison-ship.

ARROGANT, 74. Built at Harwich 1761. Length of gun-deck 168 ft. 3 in.; keel 138 ft.; breadth 47 ft. 4 in.; depth 19 ft. 9 in.; tons 1644.
James Hawkins Whitshed, 1793.
Richard Lucas, April 1795. Present at the surrender of the Cape of Good Hope, 18th August 1795, to Lord Keith. See Monarch and America, vol. x. p. 8.
Edward Pakenham, March 1798.
Edward Oliver Osborn, June 1798. Captured August 1800, in company with the Orpheus, l'Uni privateer, 32 guns; Hartoff de Brunswick, Dutch armed ship, 30 guns; Dolphin, Dutch armed brig, 14 guns, 65 men; Dutch brig, name unknown, 16 guns; vol. v. p. 181. 248. and 249.
Broke up at Bombay in 1803.

ASIA, 64. Built at Portsmouth 1764. Length of gun-deck 158 ft.; keel 129 ft. 6½ in.; breadth 44 ft. 6 in.; depth 18 ft. 10 in.; tons 1364.
John Brown, March 1793. Vol. x. p. 462.
John M'Dougall, October 1794.
Admiral T. Pringle, } June 1795.
——— ———, }
Robert Murray, May 1796.
Admiral Vandeput, } October 1798.
Robert Murray, }
John Dawson, June 1801.
Broke up in 1804.

[To be continued.]

APPENDIX.

No. II.

HISTORICAL ACCOUNT OF THE BRITISH NAVY,

FROM 1793 TO THE END OF 1814.

[The references of vol. and page are to the Naval Chronicle.]

ASIA (2d), 74. Built in 1811.
John William Spranger, February 1812.
George Scott, March 1812.
Alexander Sheppard, August 1812.
George Scott } September 1813.
Admiral William Brown }
Richard Harrison Pearson, December 1813.
John Wainwright, January 1814.
Philip Somerville, July 1814. Captured American ship Cora, 4 guns, 31st July 1814; vol. xxxii. p. 435.
Admiral Sir Alexander Cochrane } August 1814. vol. xxxiii. p. 508.
Alexander Skene }

ASSISTANCE, 50. Built at Liverpool 1781. Length of gun-deck 146 ft.; keel 119 ft. 9 in.; tons 1053.
Nathan Brunton, June 1793.
Henry Mowatt, January 1797.
John Okes Hardy, December 1798.
——— Hall, September 1800.
Wrecked near Dunkirk, 29th March, 1802. } Richard Lee, January 1801; vol. vii. p. 357.

ASSISTANCE, 74 (2d), (formerly Royal Oak.) } See Royal Oak.
Commodore, Hugh Downman } September 1807.
Lieutenant M'Arthur }
Robert Mends, September 1813.

AUDACIOUS, 74. Built on the Thames 1785. Length of gun-deck, 168 feet, 2 inches; keel, 137 feet 9 inches; breadth, 47 feet 1 in.; depth, 19 feet 1 in.; tons, 1624.
William Parker, February 1794. In Lord Howe's action of 28th and 29th May 1794. See Queen Charlotte. Captured the Revolutionnaire, 110 guns, May 28th; retaken by Admiral Neuilly's squadron, May 29; vol. i. p. 21 and 26; vol. ii. p. 366; vol. iv p. 360.
Alexander Hood, July 1794.
Davidge Gould, ——— 1797. In Lord Nelson's action of the Nile, 1st August 1798; present at the capture of 10 sail of the line. See Alexander and Vanguard, vol. i. p. 44 and 62. Captured 18th February 1800, the Genereux, 74. See Alexander, vol. iii. p. 402.
Admiral Lord Keith } April 1800.
Davidge Gould }
Hon. Henry Curzon, April 1801.
——— Edwards (acting), May 1801.
Sir Robert Barlow, June 1801.
Shuldham Peard, June 1801. In Sir James Saumarez' actionwith the French fleet, 5th July 1801; vol. vi. p. 110 and 146; and in Sir J. Saumarez' action, 13th July. Present at the capture of San Antonio, French 74; vol. vi. p. 148 and 194.
John Lawford, June 1805.
John Larmour, January 1806.
Thomas Le Marchant Gosselin, April 1806.
Donald Campbell, March 1810.

ADMIRAL DEVRIES, 68 (Dutch.) Taken by Venerable, Oct. 11, 1797. See Venerable, vol. iv. p. 107.
Charles William Paterson, April 1798.
John Wight, December 1798.

AFRICA, 64. Built on the Thames 1781. Length of gun-deck 160 ft. 10; keel 129 ft. 9 in.; breadth 44 ft. 9 in.; depth 18 ft. 1 in.; tons 1642.
Roddam Home, February 1793.
Lieut. J. Bryant, September 1799.
Henry Digby, July 1805. In Lord Nelson's action off Trafalgar, 21st October 1805; present at the capture of 20 sail of the line. See Ajax and Victory, vol. xiv. p. 407, 422, 455, 461, and 484; vol. xv. p. 203.
James Ross Farquharson, January 1806.
Isaac Wolley, February 1806.
Henry William Bayntun, June 1807.
John Barrett, February 1808.
Loftus Otway Bland, April 1809.
Thomas Dundas, Oct. 1809.
George Frederick Ryves, April 1810. Destroyed Danish privateer, vol. xxiv. p. 428.
Stair Douglas, April 1810.
Thomas Baker, Oct. 1810.
John Surnam Carden, Oct. 1810.
Admiral Sawyer / John Bastard } Nov. 1810. Captured American schooner Lewis, 6 guns, 14th August 1812; vol. xxviii. p 258.
Broke up in 1813.

AGAMEMNON, 64. Built at Bucklershard, 1781. Length of gun-deck 160 ft. 2 in.; keel 131 ft. 10 in.; breadth 44 ft. 5 in.; depth 18 ft. 11 in.; tons 1384.
Horatio Nelson, February 1793; vol. ii. p. 41. In Lord Hotham's action, March 14, 1795. Present at the capture of the Ca Ira, 80, Censeur, 74. See Britannia; vol. v. p. 303; vol. ix. p. 352. Present at the capture of L'Alcide, 74, by Lord Hotham's fleet, 13th July 1795; vol. ix. p. 352; vol. xxvii. p. 34; vol. xix p. 364. Captured, in company with Inconstant, Meleagar, Southampton, Ariadne, Tartar, and Speedy, La Resolue, 10, La Republique, 6, La Constitution, 5, La Vigilante, 6, in 1795, in the bay of Alassio, August 16th. April 1796, a French privateer, 8 guns.
Robert Devreux Fancourt. January 1797. In Lord Nelson's action off Copenhagen, 2d March 1801. Present at the destruction of the Danish fleet. See Elephant, vol. v. p. 350; vol. xiv. p. 391.
John Harvey, ——— 1804. In Sir Robert Calder's action, July 22, 1805; present at the capture of San Rafael, 84, El Formes, 74. See Prince Wales; vol. xiv. p. 162; vol. xvii. p. 105.
Sir Edward Berry, September 1805. Present in Lord Nelson's action off Trafalgar, 21st October 1805. Present at the capture of 20 sail of the line. See Victory; vol. xiv. p. 410; vol. xv. p. 184. Present in Sir John Duckworth's action, 6th Feb. 1806, at the capture of 5 sail of the line; see Superb, vol. xv. p. 254. Captured, in company with Heureux, March 30, 1806, the Dame Ernouf, 16 guns, 115 men; vol. xv. p. 432. Captured, in company with Carysfort, the French national brig La Latone, 18 guns; vol. xv. p. 439.
Jonas Rose, September 1806.
Lost in Maldonado Bay, River Plate, May 1809.

ARDENT, 64. Built at Bursledon, 1782. Length of gun-deck, 160 ft. 8 in.; keel 131 ft. 11 in. breadth 44 ft. 7½ in.; depth 19 ft. 4½ in.; tons 1397.
R. M. Sutton, ——— 1794. Blown up in 1794, all the crew lost; vol. xix. p. 442.
Blown up in 1794, all the crew lost.

ARDENT (2d), 64. Built in 1796, at Pitcher's Yard, Northfleet. Length of gun-deck, 160 ft.; keel 144 ft.; breadth 43 ft.; depth 17 ft. 6 in.; tons 1496.
Richard Rundle Burgess, September 1796. In Lord Duncan's action, 11th October 1797. Present at the capture of 9 sail of the line, 2 frigates; see Venerable, vol. iv. p. 107.
Thomas Bertie, November 1797. In Admiral Mitchell's fleet at the surrender of the Dutch fleet, 30th August 1799, ten sail of the line, fourteen frigates, 1 sloop; see Isis, voll ii. p. 349, 616, and 619. In Lord Nelson's action off Copenhagen, 2d March, 1801. Present at the destruction of the Danish fleet; see Elephant, vol. v. p. 350: vol. vi. 120, and 202.
Admiral Sir Hyde Parker / Thomas Bertie } February 1801.
George M'Kinley, June 1801.
William Nowell, August 1801.
Robert Winthrop, March 1803. Destroyed 29th November 1803, La Bayonnaise French frigate, 32 guns, 200 men; vol. xi. p. 152.
Isaac Wolley, May 1804.

Admiral Lord Keith } February 1805.
———— ————
George Eyre, July 1806.
Ross Donelly, September 1806. Present at the capture of Montevideo and La Paula, 22, El Fuerte, 28, La Heros, 20, Los Dolores, 10, La Paz, 10, Jolly Tar, 14, &c. See Diadem, vol. xvii. p. 341.
Edward H. Chamberlayne, May 1807.
William Stand Parkinson, February 1808.
Admiral Vashon } October 1808.
George Miller Bligh }
Robert Honeyman, April 1809.
George Bell, June 1812.
John Cocket, March 1813.
Sir William Burnaby, July 1814.

ARGONAUT, 64, (F.) formerly Jason. Taken by Lord Hood in the Mona Passage, West Indies, 19th April 1782.
Alexander John Ball, 1793. Captured L'Esperance, French corvette, 22 guns, January 8, 1795.
Lieutenant Philip Hue, March 1797.
Lieutenant James James, July 1805.

ATHENIENNE, 64, (Maltese). Taken by Northumberland in 1800.
Sir Thomas Livingstone, June 1801.
Francis Fayerman, March 1804.
John Giffard, October 1805.
Edward Fellowes, August 1806.
Wrecked October 1806, on the Esquerques. Robert Raynsford, October 1806. Wrecked 20th October 1806, on the Esquerques: vol. xvi. p. 493; xvii. p. 57.

ABERGAVENNY, 54. Purchased 1795.
Edward Tyrrel Smith, June 1795.
John Cochet, March 1797.
Samuel Peter Foster, September 1798: vol. ii. p. 628.
Christopher Laroche, March 1800.
Robert Mend, August 1800.
Admiral Lord Hugh Seymour } August 1800.
———— ————
Henry Vansittart, May 1801.
Broke up in 1802. Thomas New (acting), June 1801.

ALKMAAR, 54, (Dutch.) Taken by Venerable, October 11, 1797: vol. iv. p. 147.
George Burdon, April 1798.
Admiral Holloway } October 1800.
Thomas James Maling }
Admiral Thomas Totty } Januuary 1801
Thomas James Maling }
Richard Poulden. March 1801.
William Green, September 1802.
John Davie, July 1805.

ADAMANT, 50. Built at Liverpool 1779. Length of gun-deck, 146 ft. 3 in.; keel, 120 ft.; breadth, 40 ft. 9 in.; depth, 17 ft. 7½ in.; tons, 1060.
William Bentinck, April 1793.
Henry D'Esterre Darby, June 1794.
Henry Warre, November 1796.
William Hotham, March 1796. In Lord Duncan's action, 11th October 1797. Present at the capture of 9 sail of the line, 2 frigates. See Venerable, vol. iv. p. 107. Destroyed, in company with Tremendous, 11th December 1802, La Preneuse, French frigate, 44 guns, 300 men; vol. iii. p. 502; viii. 31; xxvi. p. 188.
George Burlton, July 1804. Captured, in company with Inflexible, April 13, 1805, L'Alert privateer, 4 guns, 32 men: vol. xiii. p. 406.
John Stiles, October 1805. Captured May 26, 1806, Neustra Senora de los Dolores, or la Reparadora, 30 guns, 315 men; vol. xvi. p. 173.
Micaiah Malbon, October 1807.
John Sykes, June 1809.
Matthew Buckle, August 1810.

ANTELOPE, 50. Built at King's Yard, Sheerness, 1802. Length of gun-deck, 150 feet, keel 123 ft. 8½ in. breadth 41 ft, depth 17 ft. 8 in. tons 1106.
Sir William Sydney Smith, March 1803. May 17, 1804. In action with the Boulogne flotilla; vol. xii. p. 74.

Lord William Stuart, June 1804.
Admiral Domet } July 1804.
Henry Bazeley (acting) }
Sir Home Riggs Popham, October 1804. In action with the Boulogne flotilla, December 10, 1804; vol. xii. p. 488.
Robert Plampin, December 1804.
Henry Bazeley, August 1805.
Edward Galway, December 1807.
Admiral Holloway } May 1809.
Donald M'Leod }
Admiral Sir J. T. Duckworth } June 18 0.
——— ——— }
Richard Dalling Dunn, July 1810.
James Carpenter, December 1810.
Thomas White, (2d), (acting) February 1812.
James Carpenter, July 1812.
Admiral Sir E. Nagle } Dec. 1812.
Edward Hawker }
Samuel Butcher, January 1813. Captured October 11, 1813, Danish priv. Kera Venner, 1 gun, 14 men; vol. xxx. p. 512; Danish priv. Eleonara, 16 guns, and a lugger, 24th Oct. 1813; vol. xxx. p. 512. Danish vessel, 2 guns, 25th Oct. 1813; vol. xxx. p. 512. Danish vessel, 1 gun, 30th Oct. 1813; vol. xxx. p. 512. Court martial, vol. xxxiii. p. 329.

ACKBAR, 50. Built of teak. See Cornwallis. At the capture of the Mauritius in 1811; (former name Cornwallis.) vol. xxvii. p. 109.
William Fisher, December 1811.
Archibald Collingwood Dickson, May 1813.
Charles Bullen, November 1814.

ACTEON, 44. Built on the Thames 1778. Length of gun-deck 140 ft. 1 in. keel 115 ft. 10 in. breadth 37 ft. 11 in. depth 16 ft. 4 in. tons 887.
Azariah Uzold, March 1797.
Broken up in 1803. Philip Hue, April 1799.

ACTEON, 16, *F.* Taken by the Egyptienne, 4th Nov. 1805; vol. xiv. p. 427.
Lord Viscount Neville, August 1809. Captured, in company with the Plover and Orestes, Le Lizard priv. 14 guns. 57 men, Nov. 6, 1809; vol. xxii. p. 437. Present at the capture of the Isle of France, Dec. 6, 1810, and 4 frigates 44 guns, 2 of 36 guns, 1 sloop 22 guns, 2 of 14 guns. See Africaine, vol. xxv. p. 164.
Bertie Cornelius Cator, Dec. 1811; vol. xxxi. p. 172.
John Ross, July 1814.

ADVENTURE, 44. Built on the Thames 1784. Length of gun-deck, 140 ft. 4 in. keel 115 ft. 5 in. breadth 38 ft. 6 in. depth 16 ft. 11 in. tons 910.
Edward Buller, June 1793.
Edmund Crawley, May 1795.
George Palmer, Dec. 1795.
William Gordon Rutherford, ———, 1796. Captured Oct. 18, 1796, La Capitaine Generaux, French priv. 1 gun.
——— White, May 1797.
John Chilcott, January 1798.
Thomas Leef, March 1798.
Robert Mansel, July 1798.
John Henry Cartier, May 1800.
——— Black, Nov. 1801.

[To be continued.]

Erratum.—In Appendix No. I. for "Arrogant broke up at Bombay in 1803," read, "Arrogant not broken up in 1805, 6, 7. Sheer hulk at Bombay."